

Appendix G

Transportation Modeling

G1: Roadway Geometrics

G2: LOS Calculations

G3: Transit TOD and TDM Calculations

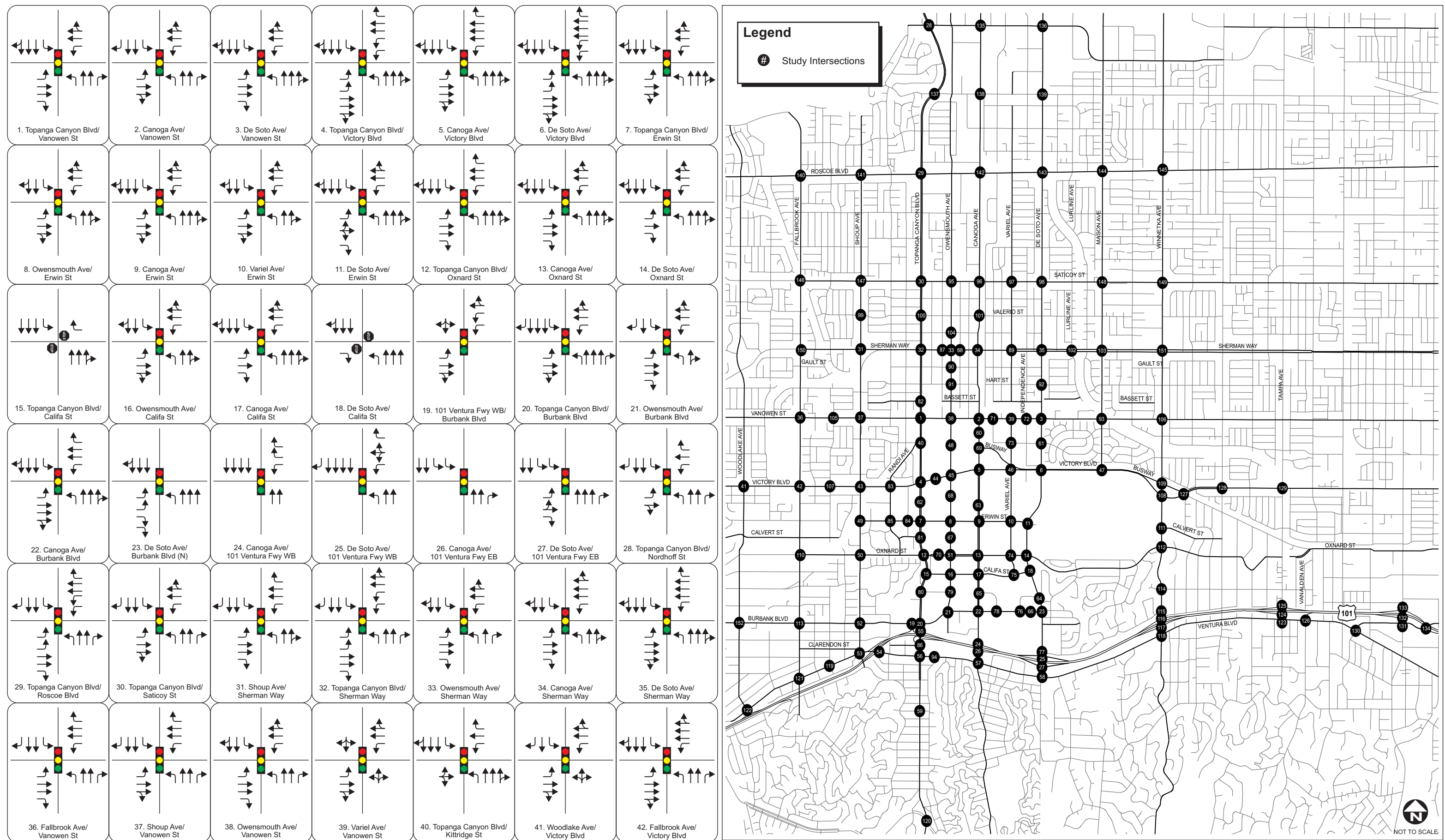
G4: Traffic Volumes

G5: Count Data

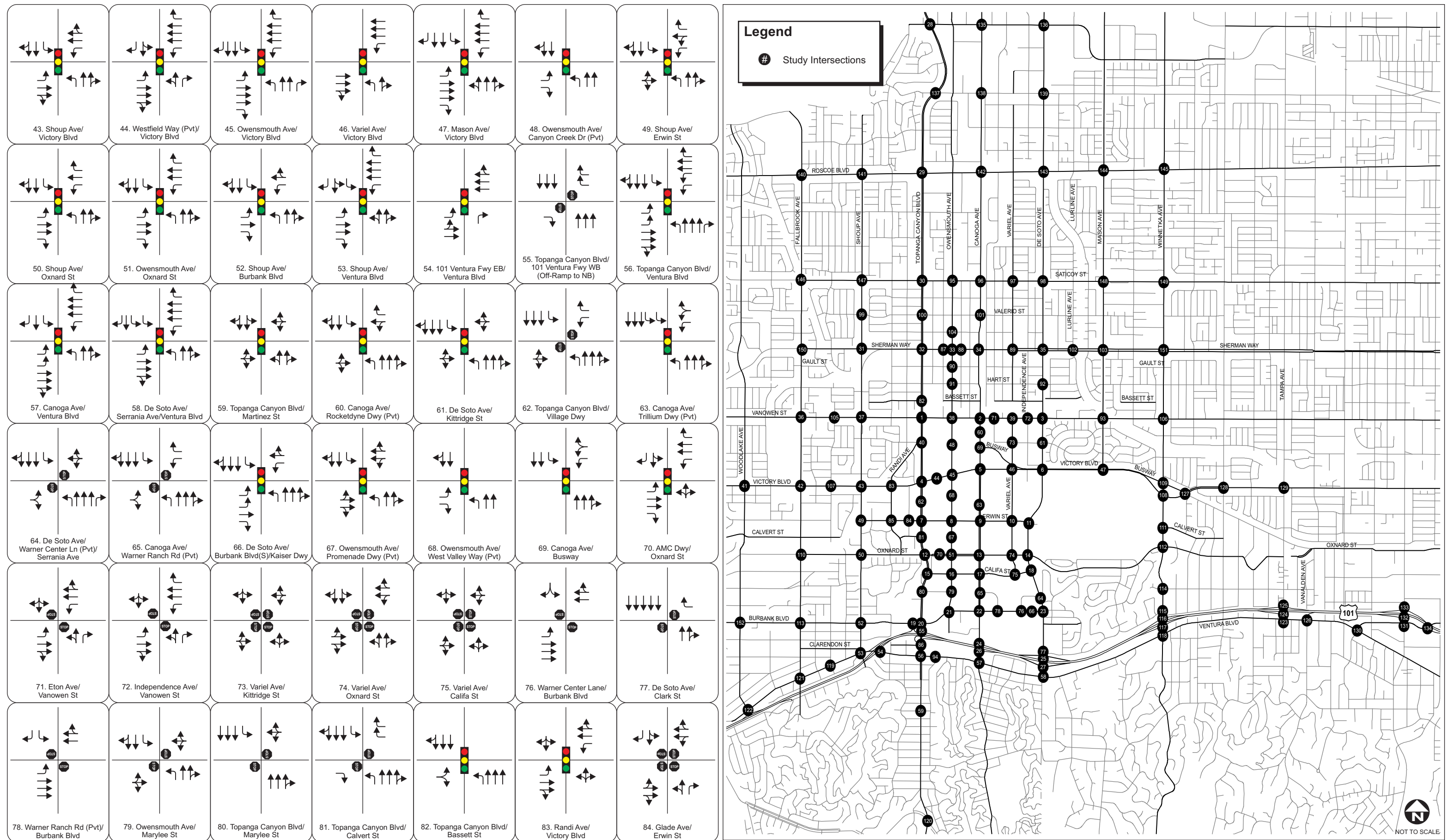
G6: Model Data

G7: Cumulative Impact Analysis

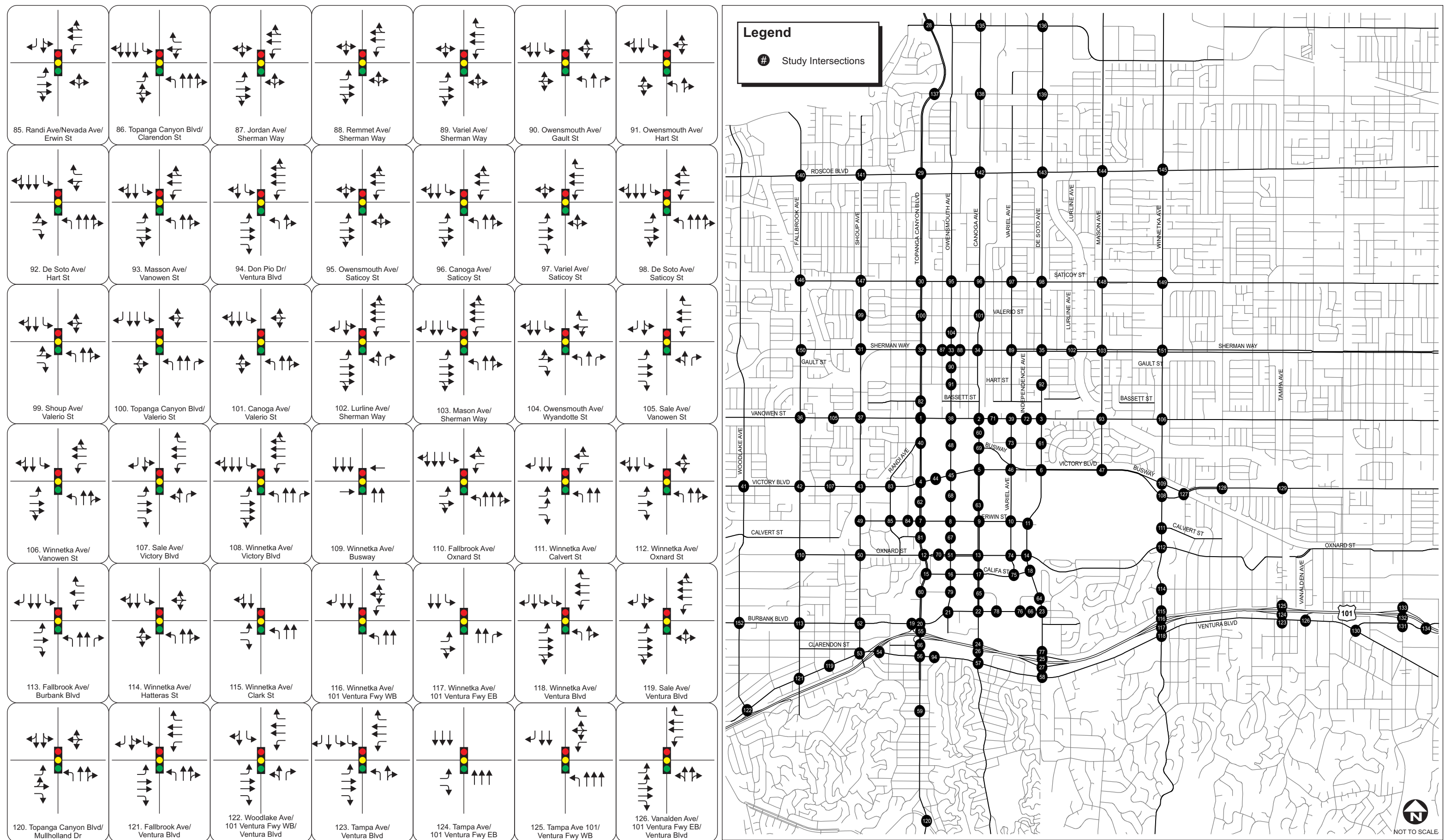
APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES



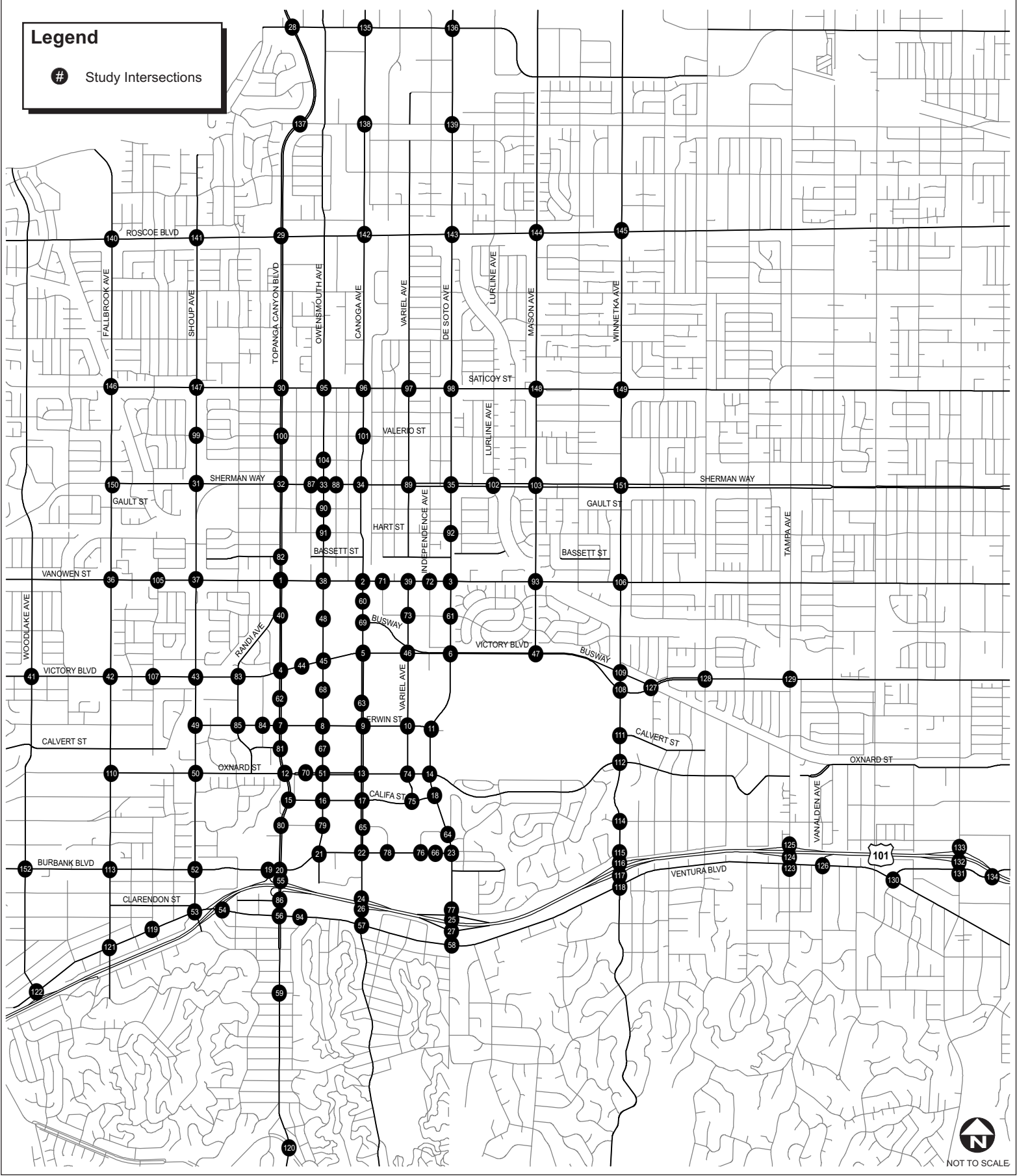
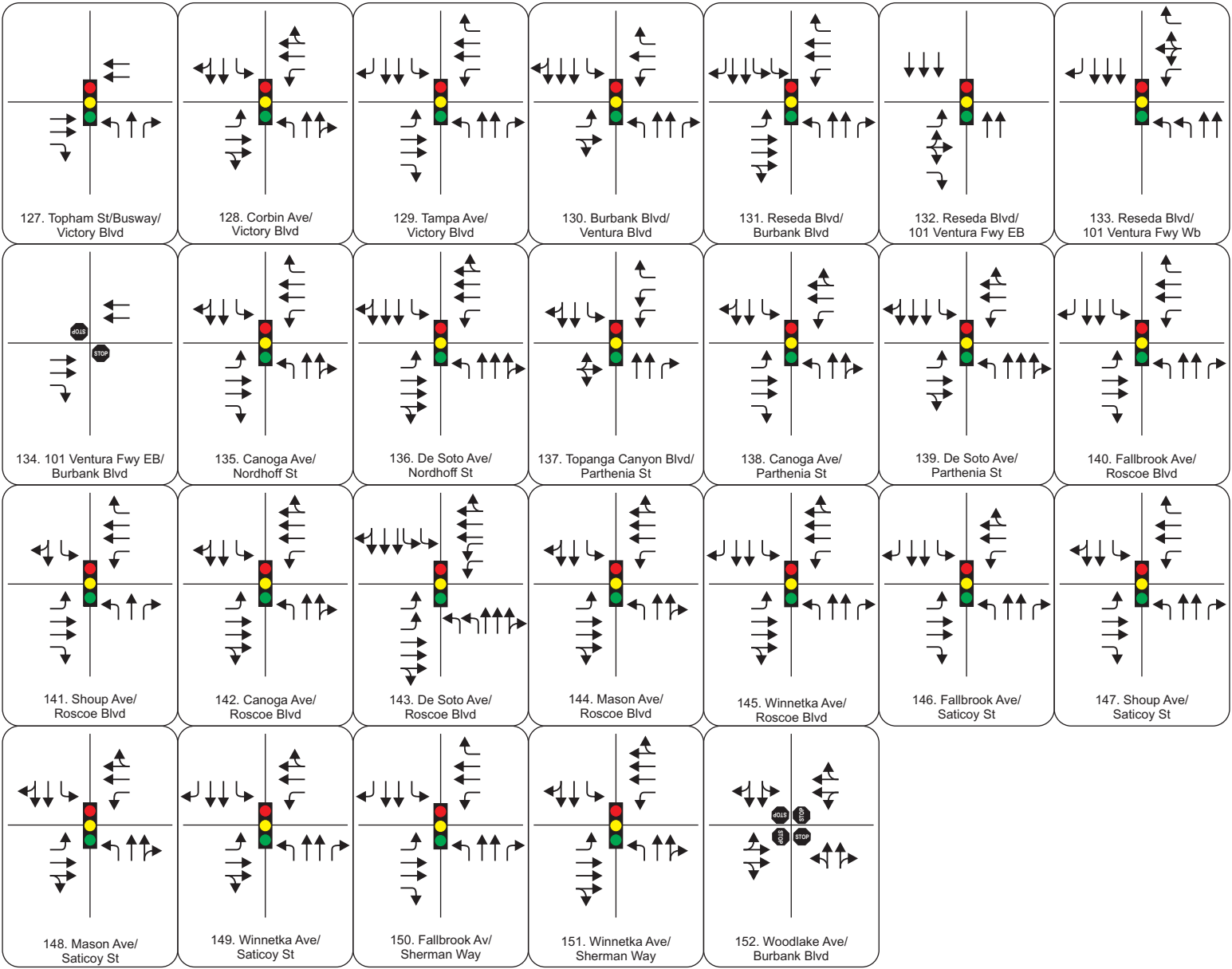
APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES



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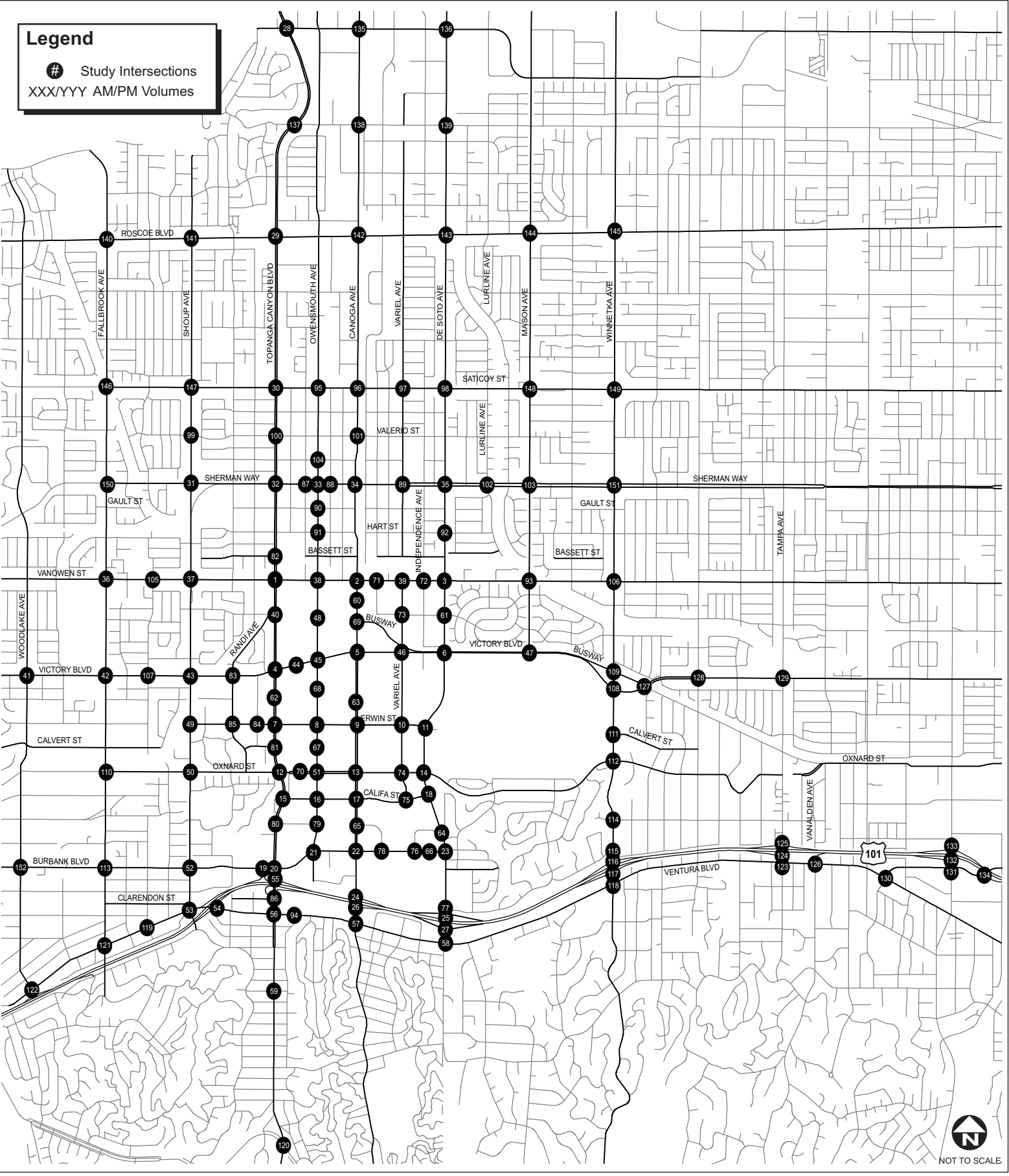


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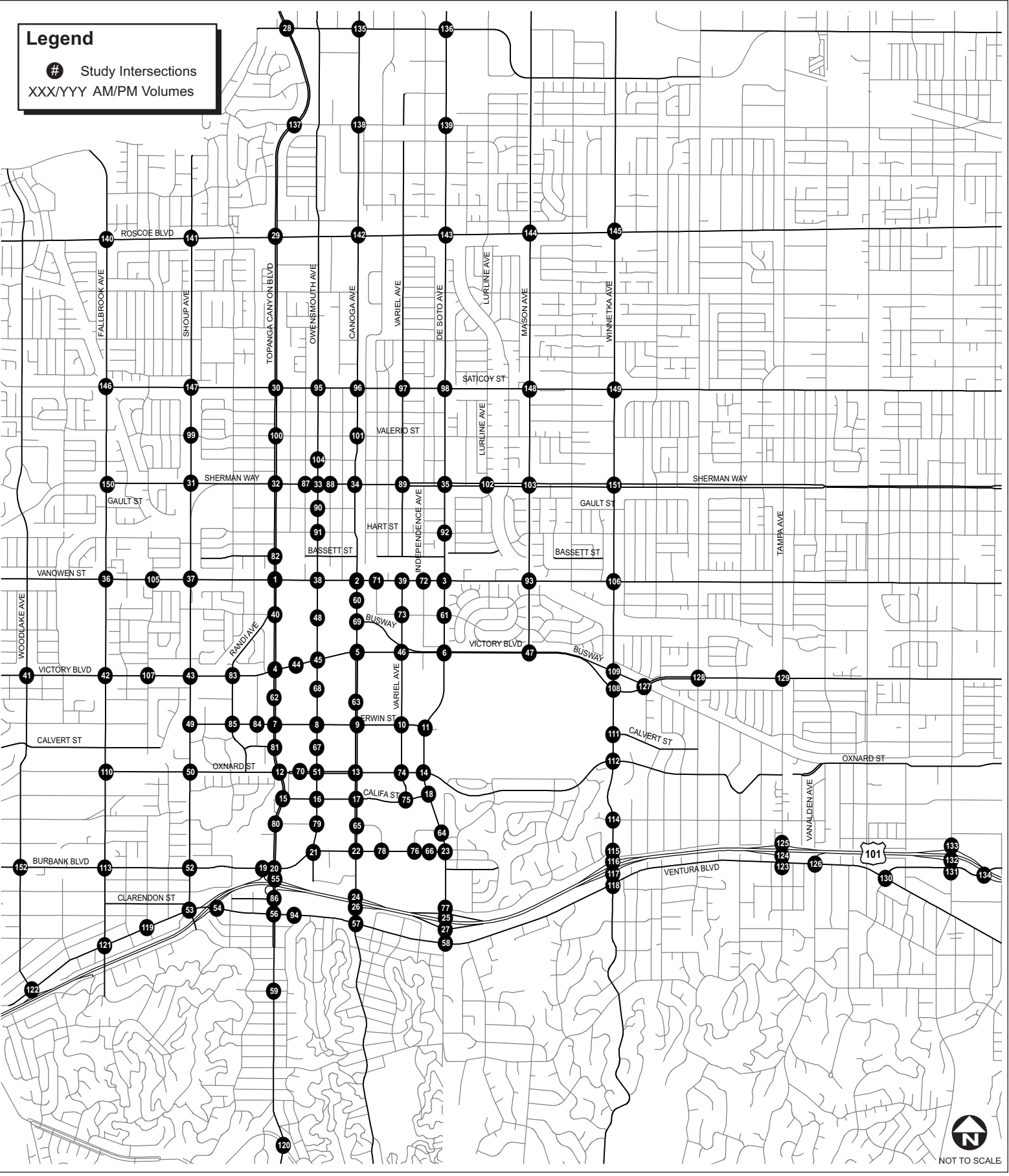
APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES

77/122 1438/1176 111/167 122/146 641/714 87/101 88/108 800/663 78/63 128/138 789/1628 67/49 1. Topanga Canyon Blvd/ Vanowen St	81/117 864/890 106/132 161/125 603/740 244/121 104/171 873/769 110/64 70/253 749/1348 60/76 2. Canoga Ave/ Vanowen St	169/198 191/875 151/107 107/132 1043/851 194/101 71/161 922/1315 67/90 749/1348 827/1474 46/49 3. De Soto Ave/ Vanowen St	100/113 1300/1045 161/234 112/220 616/840 207/284 63/146 918/814 114/152 783/1528 125/174 189/351 4. Topanga Canyon Blvd/ Victory Blvd	75/129 1070/862 121/28 61/196 944/1054 215/190 77/122 836/1207 134/160 779/1407 771/60 92/339 5. Canoga Ave/ Victory Blvd	170/172 1261/786 78/102 94/110 1271/1013 472/220 70/407 944/1725 46/120 137/415 728/1130 59/66 6. De Soto Ave/ Victory Blvd	40/44 1451/1281 147/116 31/141 108/380 79/177 73/112 319/160 106/67 976/1773 58/76 191/122 7. Topanga Canyon Blvd/ Erwin St
83/226 637/1445 1101/40 106/100 193/294 50/60 123/124 364/317 90/54 915/2 298/714 42/79 8. Owensmouth Ave/ Erwin St	138/118 1200/1166 52/29 84/96 129/225 36/86 93/151 199/222 122/146 984/670 119/174 64/87 9. Canoga Ave/ Erwin St	106/112 263/185 53/84 65/50 257/193 24/33 65/154 186/320 40/55 129/352 25/29 58/20 10. Variel Ave/ Erwin St	156/174 2077/1075 61/2 21/10 10/9 18/10 22/185 2/10 137/244 1299/1745 151/101 5/29 11. De Soto Ave/ Erwin St	46/67 101/1274 1085 54/139 223/652 100/246 48/140 512/458 211/142 169/188 1137/1750 103/171 12. Topanga Canyon Blvd/ Oxnard St	118/93 101/101 101/63 70/69 368/318 108/97 81/179 382/484 118/139 1086/1647 109/172 66/108 13. Canoga Ave/ Oxnard St	219/170 2042/1133 43/2 52/20 410/194 222/26 53/209 137/400 75/223 117/118 1311/632 28/63 14. De Soto Ave/ Oxnard St
1796/1720 73/21 24/139 0/1 1796/1720 73/21 188/70 1462/209 15. Topanga Canyon Blvd/ Califa St	22/15 322/474 90/67 74/203 47/91 22/152 34/31 158/84 28/60 96/39 371/391 21/13 16. Owensmouth Ave/ Califa St	96/39 263/1430 2/4 25/74 101/101 21/112 40/164 93/101 86/262 110/106 1314/654 214/140 17. Canoga Ave/ Califa St	43/41 12/12 43/41 45/223 45/223 1452/2027 251/71 18. De Soto Ave/ Califa St	623/338 131/42 274/509 894/1151 623/338 131/42 623/338 131/42 19. 101 Ventura Fwy WB/ Burbank Blvd	504/372 169/1185 8/8 30/66 381/937 140/324 64/55 364/168 240/147 570/296 1350/2021 229/323 20. Topanga Canyon Blvd/ Burbank Blvd	204/435 104/34 156/160 134/153 386/631 61/49 217/191 676/395 77/62 34/116 52/66 80/92 21. Owensmouth Ave/ Burbank Blvd
152/167 929/1186 189/81 75/140 288/614 30/157 218/117 519/273 100/217 101/76 1618/382 197/155 22. Canoga Ave/ Burbank Blvd	634/154 433/1663 149/599 112/476 149/599 112/476 1488/1280 205/69 23. De Soto Ave/ Burbank Blvd (N)	981/693 183/226 981/693 183/226 981/693 183/226 981/693 183/226 24. Canoga Ave/ 101 Ventura Fwy WB	72/3 76/01 53/1576 595/469 4/0 145/261 171/226 1332/977 171/226 1332/977 25. De Soto Ave/ 101 Ventura Fwy WB	223/305 940/802 223/305 940/802 223/305 940/802 223/305 940/802 26. Canoga Ave/ 101 Ventura Fwy EB	361/755 91/212/838 671/505 4/2 405/214 671/505 4/2 405/214 671/505 4/2 405/214 27. De Soto Ave/ 101 Ventura Fwy EB	93/33 1737/1484 196/112 91/82 129/54 8/8 91/82 129/54 8/8 91/82 129/54 8/8 28. Topanga Canyon Blvd/ Nordhoff St
847/846 1232/1210 94/169 47/100 914/784 273/355 588/620 911/883 73/79 143/224 889/652 143/224 29. Topanga Canyon Blvd/ Roscoe Blvd	140/156 1585/1138 122/199 100/182 636/1049 61/105 62/107 834/1070 73/113 924/1777 104/115 124/222 30. Topanga Canyon Blvd/ Saticoy St	111/11 1021/662 43/111 53/60 812/527 147/53 140/199 871/1149 242/124 725/1245 164/151 83/91 31. Shoup Ave/ Sherman Way	196/255 799/1131 135/151 171/235 886/1618 132/154 28/69 845/1059 69/78 171/235 886/1618 132/154 32. Topanga Canyon Blvd/ Sherman Way	77/68 127/278 64/47 35/65 1134/989 238/102 61/155 154/368 47/89 61/155 154/368 47/89 33. Owensmouth Ave/ Sherman Way	109/145 1055/812 152/105 134/141 1360/1238 102/140 87/137 915/1290 63/180 88/174 690/1380 65/123 34. Canoga Ave/ Sherman Way	441/41 1386/926 101/199 104/126 1085/974 162/156 88/167 1062/1666 82/141 85/269 846/1594 78/111 35. De Soto Ave/ Sherman Way
164/237 1195/952 90/92 60/142 578/607 148/138 146/173 720/631 129/133 71/156 938/1092 50/18 36. Fallbrook Ave/ Vanowen St	141/1107 110/639 106/62 69/108 626/636 127/88 137/146 691/711 112/90 77/86 759/1393 69/28 37. Shoup Ave/ Vanowen St	62/111 835/1091 95/85 82/100 883/817 222/150 62/111 835/1091 95/85 82/100 883/817 222/150 38. Owensmouth Ave/ Vanowen St	11/11 838/1544 37/32 21/15 1233/1015 55/38 11/11 838/1544 37/32 21/15 1233/1015 55/38 39. Variel Ave/ Vanowen St	36/97 7/8 6/10 12/61 6/16 30/126 36/97 7/8 6/10 12/61 6/16 30/126 40. Topanga Canyon Blvd/ Kittridge St	48/34 178/34 111/155 36/69 579/922 81/66 43/29 1162/806 37/34 95/92 83/111 37/71 41. Woodlake Ave/ Victory Blvd	61/119 1383/976 101/202 98/190 642/970 100/84 101/200 984/738 148/140 59/106 853/1011 142/305 42. Fallbrook Ave/ Victory Blvd



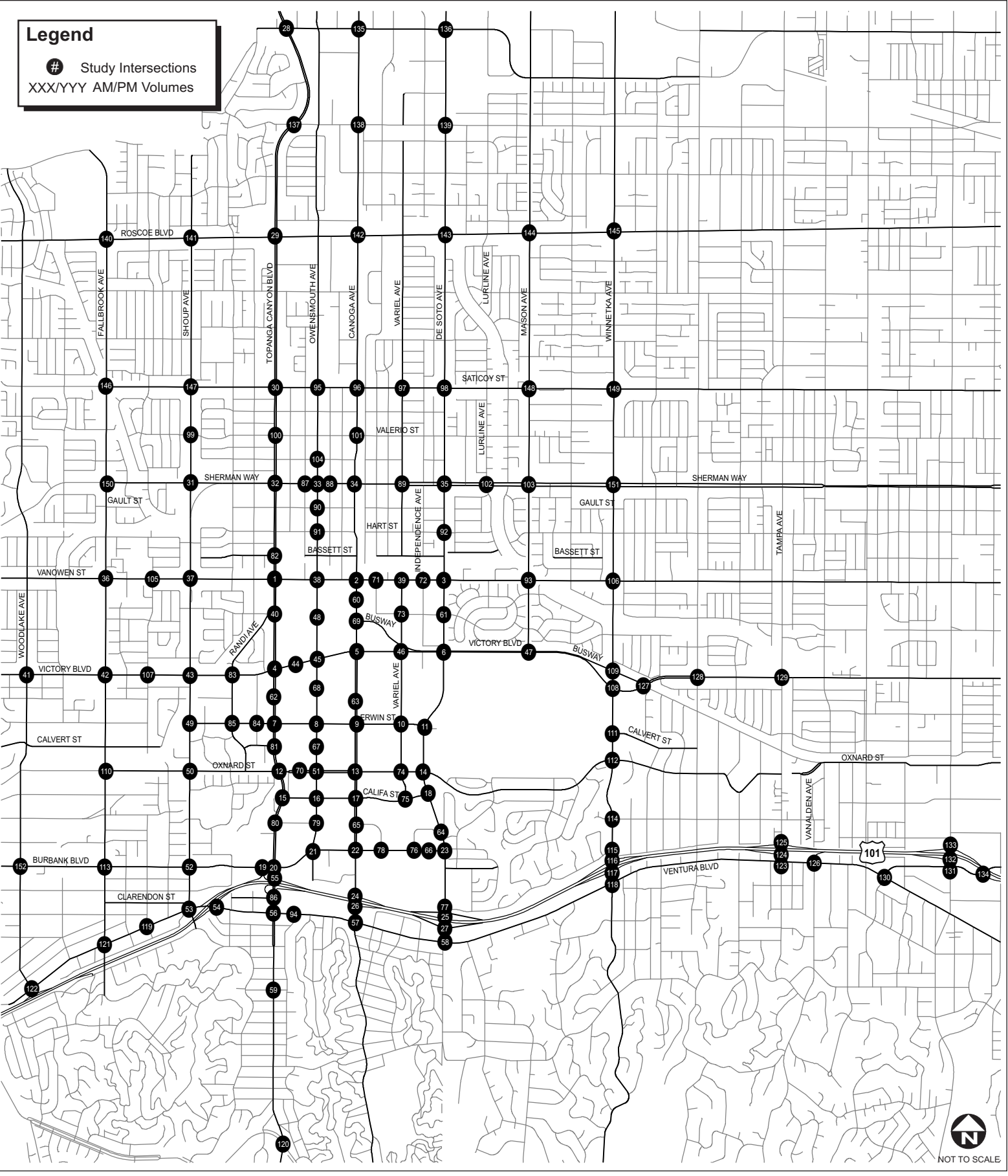
APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES

71/89 1245/689 125/04 77/154 708/868 99/88 95/98 875/811 255/124 43. Shoup Ave/ Victory Blvd	12/151 6/5 3/12 9/138 879/1323 17/37 9/76 4/6 13/60 44. Westfield Way (Pvt)/ Victory Blvd	101/173 904/526 155/201 69/154 797/1169 186/100 49/93 1119/1086 111/74 45. Owensmouth Ave/ Victory Blvd	1408/1199 336/107 1014/53 56/203 46. Variel Ave/ Victory Blvd	141/212 1712/1246 91/47 26/100 78/213 76/109 26/100 78/213 76/109 47. Mason Ave/ Victory Blvd	5/50 1075/650 0/51 6/156 48. Owensmouth Ave/ Canyon Creek Dr (Pvt)	7/10 1197/794 208/123 13/6 3/5 17/8 67/81 769/1314 2/17 49. Shoup Ave/ Erwin St
165/47 918/691 221/132 172/158 1157/703 111/54 57/92 627/1243 67/76 50. Shoup Ave/ Oxnard St	91/90 621/328 85/89 59/122 308/471 143/59 35/111 280/416 28/26 51. Owensmouth Ave/ Oxnard St	80/80 626/616 594/1 52/81 168/235 31/31 90/109 320/196 48/36 52. Shoup Ave/ Burbank Blvd	259/251 168/133 609/363 294/615 827/1296 47/104 62/142 970/937 58/51 53. Shoup Ave/ Ventura Blvd	876/876 855/855 4/4 1485/1485 54. 101 Ventura Fwy EB/ Ventura Blvd	515/515 1736/2008 701/620 1013/907 134/125 320/348 1120/1321 136/208 55. Topanga Canyon Blvd/ 101 Ventura Fwy WB (Off-Ramp to NB)	85/88 848/870 145/242 202/325 607/678 205/204 701/620 1013/907 134/125 56. Topanga Canyon Blvd/ Ventura Blvd
259/550 285/572 177/253 211/243 902/1027 52/87 533/530 1263/1002 71/150 57. Canoga Ave/ Ventura Blvd	374/329 174/222 657/437 399/421 1168/1056 54/54 224/307 1207/984 55/66 58. De Soto Ave/ Serrania Ave/Ventura Blvd	14/12 1368/1170 61/ 3/3 5/12 14/13 114/37 17/6 13/7 59. Topanga Canyon Blvd/ Martinez St	37/2 95/924 15/2 1/12 3/13 12/35 4/19 60. Canoga Ave/ Rocketdyne Dwy (Pvt)	46/50 95/952 53/35 45/38 20/9 80/36 59/65 828/1546 23/51 61. De Soto Ave/ Kittridge St	158/1392 9/2 3/12 2/11 62. Topanga Canyon Blvd/ Village Dwy	1336/1196 235/67 16/110 35/197 63. Canoga Ave/ Trillium Dwy (Pvt)
31/22 2067/1608 129/31 21/13 1/2 7/1 0/14 13/68 64. De Soto Ave/ Warner Center Ln (Pvt)/ Serrania Ave	1/14 973/1715 274/52 40/185 0/18 1/0 17/7 65. Canoga Ave/ Warner Ranch Rd (Pvt)	110/51 1362/1831 125/136 105/84 12/5 198/56 40/124 11/33 37/112 66. De Soto Ave/ Burbank Blvd(S)/Kaiser Dwy	36/67 1/32 444/535 3/11 0/4 0/34 7/45 1/2 17/61 67. Owensmouth Ave/ Promenade Dwy (Pvt)	649/462 21/72 52/74 2/199 5/12 306/1003 2/199 5/12 306/1003 68. Owensmouth Ave/ West Valley Way (Pvt)	1371/1042 0/2 1/2 16/17 69. Canoga Ave/ Busway	11/64 1/3 8/69 25/111 322/701 53/39 39/155 760/406 102/40 70. AMC Dwy/ Oxnard St
4/8 7/0 1354/1121 14/2 836/1602 38/213 6/60 18/34 71. Eton Ave/ Vanowen St	39/19 14/29 33/17 15/39 1276/1106 71/60 59/55 10 24/4 72. Independence Ave/ Vanowen St	10/10 14/12 13/27 71/46 19/28 10/8 19/24 49/86 5/5 73. Variel Ave/ Kittridge St	103/109 128/53 151/1 108/63 576/330 48/34 82/116 313/706 41/61 74. Variel Ave/ Oxnard St	101/149 623/68 5/1 94/48 175/52 5/1 36/241 37/139 7/3 75. Variel Ave/ Califa St	57/131 7/62 29/14 493/335 76. Warner Center Lane/ Burbank Blvd	1538/1996 7/13 153/18 77. De Soto Ave/ Clark St
12/178 15/190 197/24 279/474 78. Warner Ranch Rd (Pvt)/ Burbank Blvd	21/33 349/642 4/9 16/12 1/0 5/3 71/17 42/390 11/25 79. Owensmouth Ave/ Marylee St	175/1666 40/66 22/57 2/12 80. Topanga Canyon Blvd/ Marylee St	43/43 1679/1524 20/2 11/117 81. Topanga Canyon Blvd/ Calvert St	69/69 159/1336 1253/1878 33/90 82. Topanga Canyon Blvd/ Bassett St	20/36 3/8 5/6 2/5 668/1080 36/54 71/37 7/13 37/31 83. Randi Ave/ Victory Blvd	12/46 123/2 54/54 28/26 115/520 21/33 17/12 388/188 26/17 84. Glade Ave/ Erwin St



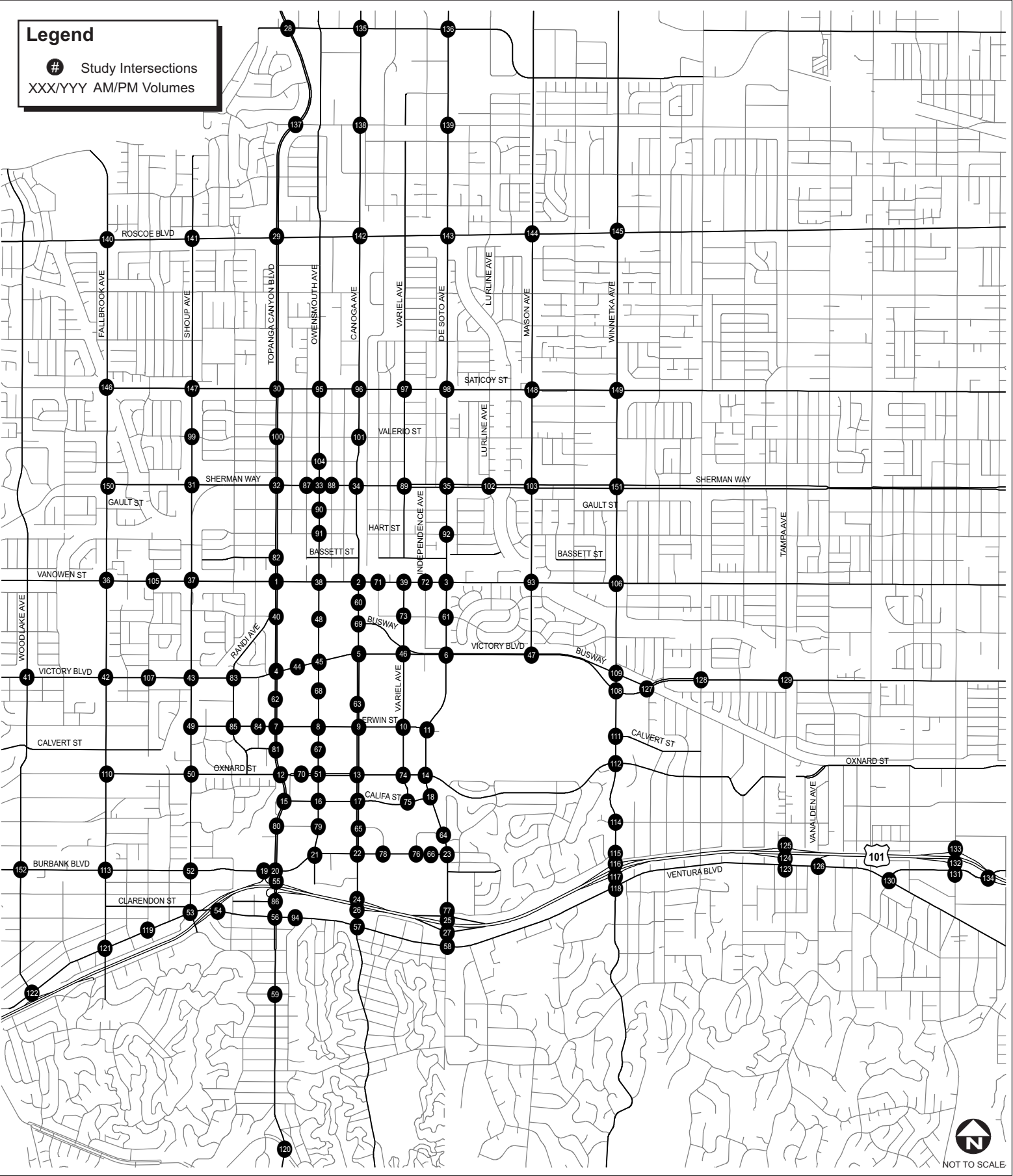
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26/17 41/19 48/16 19/70 129/501 8/34 85. Randi Ave/Nevada Ave/ Erwin St	121/160 1177/1053 144/241 107/257 8/20 5/41 86. Topanga Canyon Blvd/ Clarendon St	35/70 38/22 19/52 15/40 1209/1009 19/51 87. Jordan Ave/ Sherman Way	20/34 21/14 7/25 17/40 1218/1026 88/57 88. Remmet Ave/ Sherman Way	43/25 88/56 26/60 53/62 1324/1032 40/57 89. Variel Ave/ Sherman Way	16/26 765/400 161/63 31/51 10/26 45/27 90. Owensmouth Ave/ Gault St	45/29 750/458 81/11 16/11 34/18 36/22 91. Owensmouth Ave/ Hart St
33/30 1533/1192 15/6 41/27 76/33 18/38 92. De Soto Ave/ Hart St	10288 926/598 69/97 130/76 999/906 129/56 93. Masson Ave/ Vanowen St	171/71 69/136 50/75 48/119 816/1432 50/75 94. Don Pio Dr/ Ventura Blvd	46/43 35/52 53/100 65/42 1061/894 167/70 95. Owensmouth Ave/ Saticoy St	44/157 100/652 61/101 144/192 1085/816 139/146 96. Canoga Ave/ Saticoy St	78/55 54/46 39/37 18/22 1285/929 23/40 97. Variel Ave/ Saticoy St	154/149 1266/991 94/122 64/77 1285/731 162/104 98. De Soto Ave/ Saticoy St
52/24 16/11 67/57 27/63 1064/576 57/43 99. Shoup Ave/ Valerio St	112/183 863/1252 29/30 58/66 308/657 29/30 100. Topanga Canyon Blvd/ Valerio St	30/77 1492/1198 8/23 48/119 911/107 8/23 101. Canoga Ave/ Valerio St	47/48 1061/1185 47/13 50/38 145/420 41/26 102. Lurline Ave/ Sherman Way	108/161 886/1127 174/58 83/210 649/1110 104/102 103. Mason Ave/ Sherman Way	52/69 927/1206 24/36 46/66 30/53 63/55 104. Owensmouth Ave/ Wyandotte St	131/160 937/1261 94/74 143/174 743/1421 20/89 105. Sale Ave/ Vanowen St
1021 1019/617 51/17 27/14 6/9 53/23 106. Winnetka Ave/ Vanowen St	46/57 38/30 18/39 40/32 1206/67 37/33 107. Sale Ave/ Victory Blvd	34/74 81/111 23/18 20/34 728/1255 32/22 108. Winnetka Ave/ Victory Blvd	31/59 922/1285 10/19 63/35 135 8/13 109. Winnetka Ave/ Busway	102/160 868/1172 49/43 35/54 511/831 62/76 110. Fallbrook Ave/ Oxnard St	16/23 15/15 72/46 4/12 181/473 27/96 111. Winnetka Ave/ Calvert St	10/25 788/789 10/34 97/36 7/8 13/12 112. Winnetka Ave/ Oxnard St
117/89 1204/803 114/111 75/93 1084/842 151/102 113. Fallbrook Ave/ Burbank Blvd	26/37 18/1 29/15 63/20 682/1165 6/12 114. Winnetka Ave/ Hatteras St	36/136 1070/741 69/171 61/133 1704/1181 319/152 115. Winnetka Ave/ Clark St	18/14 13/14 116. Winnetka Ave/ 101 Ventura Fwy WB	33/12 1505/1026 101/130 99/202 117/138 111/137 117. Winnetka Ave/ 101 Ventura Fwy EB	22/2108 1300/891 11/6 51/19 32/18 55/28 118. Winnetka Ave/ Ventura Blvd	235/80 1099/881 33/33 22/8 255/77 35/24 119. Sale Ave/ Ventura Blvd
202/95 1388/1002 125/81 67/104 221/227 28/52 120. Topanga Canyon Blvd/ Mullholland Dr	7/9 3/1 12/14 26/36 1112/1371 4/16 121. Fallbrook Ave/ Ventura Blvd	50/21 3/0 191/60 1158/1392 42/62 122. Woodlake Ave/ 101 Ventura Fwy WB/ Ventura Blvd	401/385 0/1 280/153 164/255 481/643 123. Tampa Ave/ Ventura Blvd	241/209 440/315 352/325 183/277 849/968 76/66 124. Tampa Ave/ 101 Ventura Fwy EB	18/26 3/2 22/47 25/42 1100/1736 36/22 125. Tampa Ave 101/ Ventura Fwy WB	15/32 1064/965 22/7 16/45 0/5 7/29 126. Vanalden Ave/ 101 Ventura Fwy EB/ Ventura Blvd
609/660 854/507 18/21 42/41 116/42 16/12 127. Vanalden Ave/ 101 Ventura Fwy EB/ Ventura Blvd	555/442 291/194 559/427 340/631 535/929 158/176 128. Vanalden Ave/ 101 Ventura Fwy EB/ Ventura Blvd	39/38 306/416 103/30 34/80 81/133 15/28 129. Vanalden Ave/ 101 Ventura Fwy EB/ Ventura Blvd	78/134 1760/1383 56/54 304/2 104/101 61/38 130. Vanalden Ave/ 101 Ventura Fwy EB/ Ventura Blvd	344/556 136/150 466/555 131. Vanalden Ave/ 101 Ventura Fwy EB/ Ventura Blvd	356/566 181/211 591/836 220/207 132. Vanalden Ave/ 101 Ventura Fwy EB/ Ventura Blvd	401/459 1849/1316 67/104 99/67 1152/1290 95/79 133. Vanalden Ave/ 101 Ventura Fwy EB/ Ventura Blvd

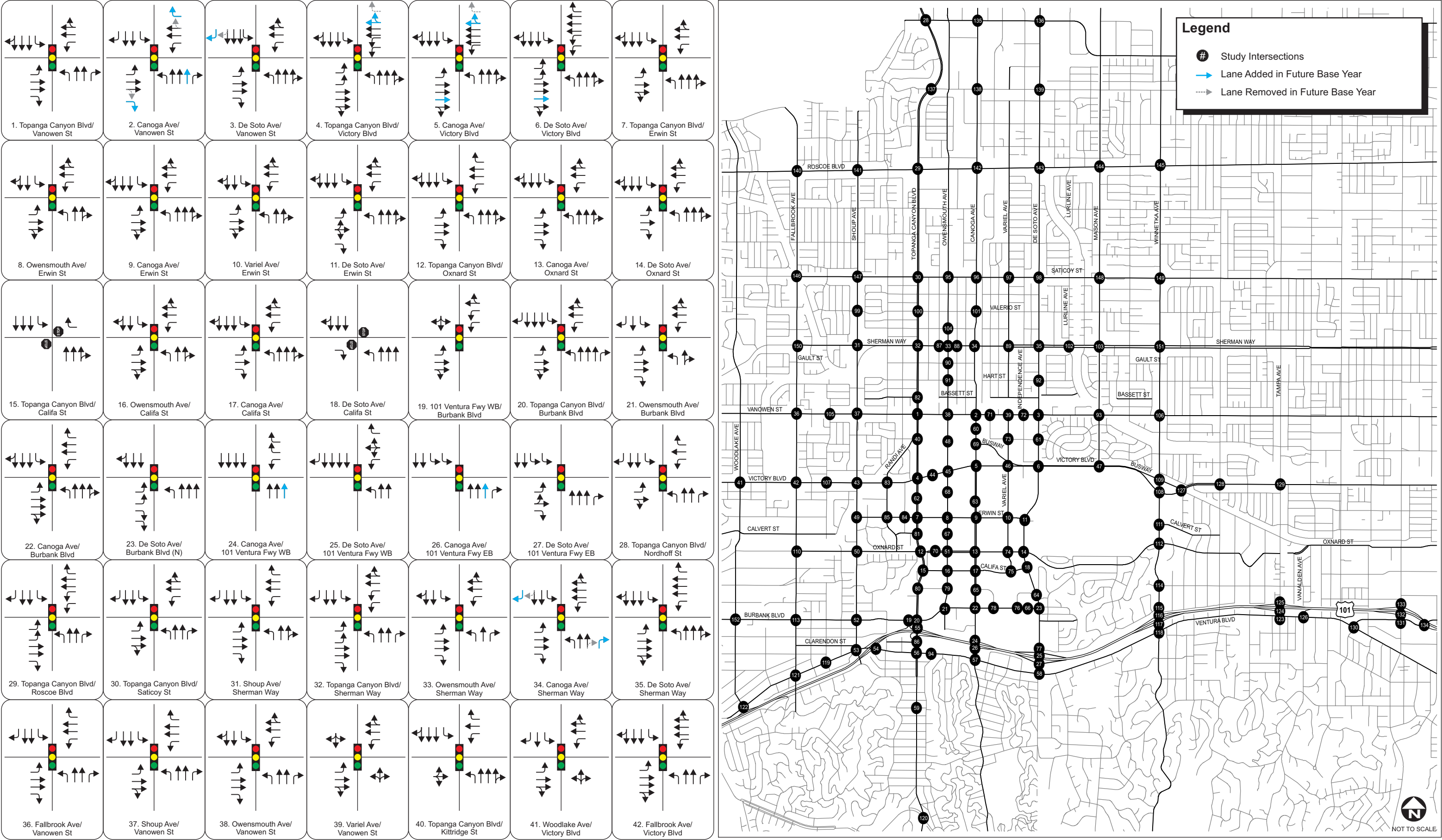


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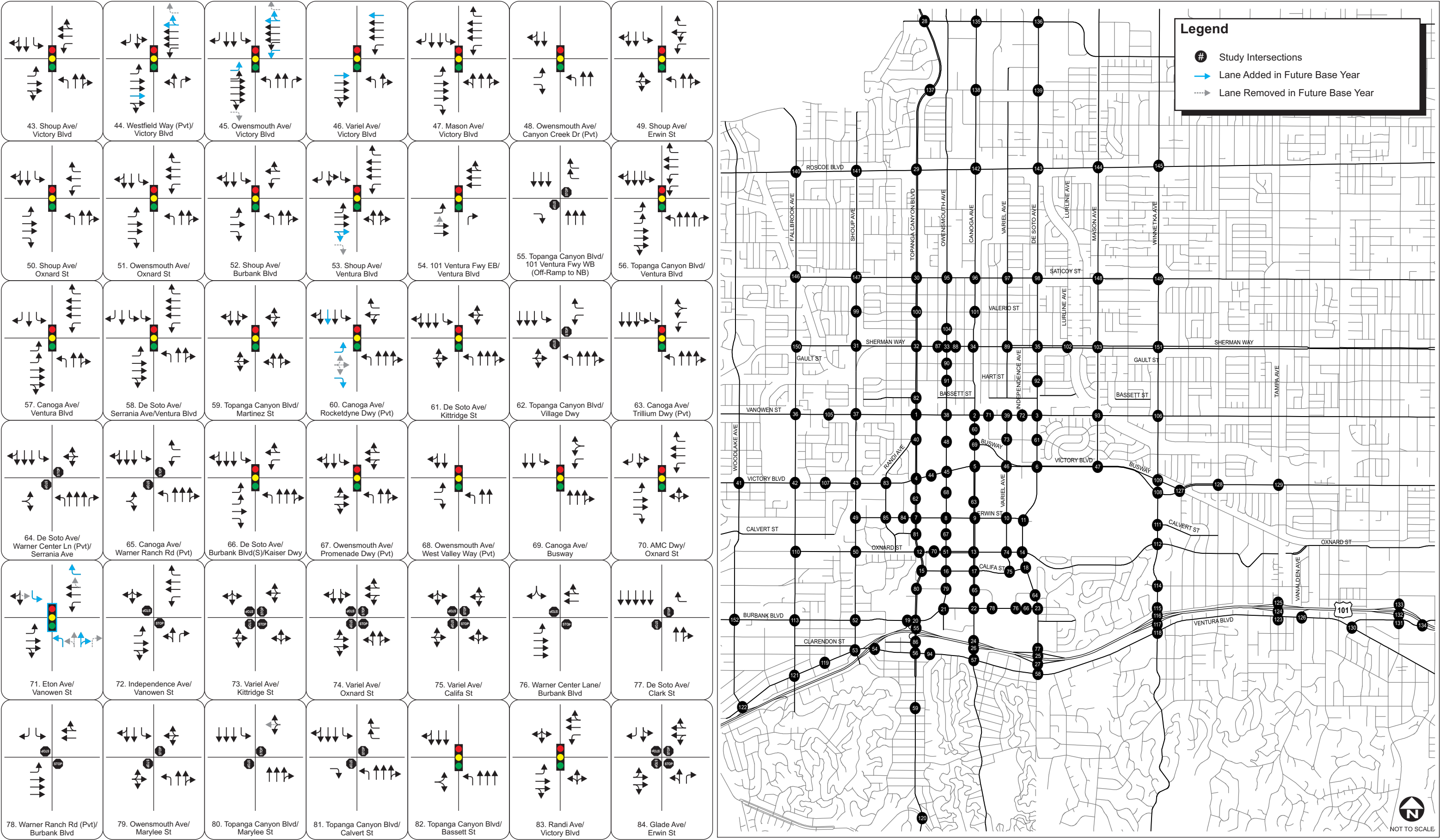
127. Topham St/Busway/ Victory Blvd	128. Corbin Ave/ Victory Blvd	129. Tampa Ave/ Victory Blvd	130. Burbank Blvd/ Ventura Blvd	131. Reseda Blvd/ Burbank Blvd	132. Reseda Blvd/ 101 Ventura Fwy EB	133. Reseda Blvd/ 101 Ventura Fwy Wb
134. 101 Ventura Fwy EB/ Burbank Blvd	135. Canoga Ave/ Nordhoff St	136. De Soto Ave/ Nordhoff St	137. Topanga Canyon Blvd/ Parthenia St	138. Canoga Ave/ Parthenia St	139. De Soto Ave/ Parthenia St	140. Fallbrook Ave/ Roscoe Blvd
141. Shoup Ave/ Roscoe Blvd	142. Canoga Ave/ Roscoe Blvd	143. De Soto Ave/ Roscoe Blvd	144. Mason Ave/ Roscoe Blvd	145. Winnetka Ave/ Roscoe Blvd	146. Fallbrook Ave/ Saticoy St	147. Shoup Ave/ Saticoy St
148. Mason Ave/ Saticoy St	149. Winnetka Ave/ Saticoy St	150. Fallbrook Av/ Sherman Way	151. Winnetka Ave/ Sherman Way	152. Woodlake Ave/ Burbank Blvd		



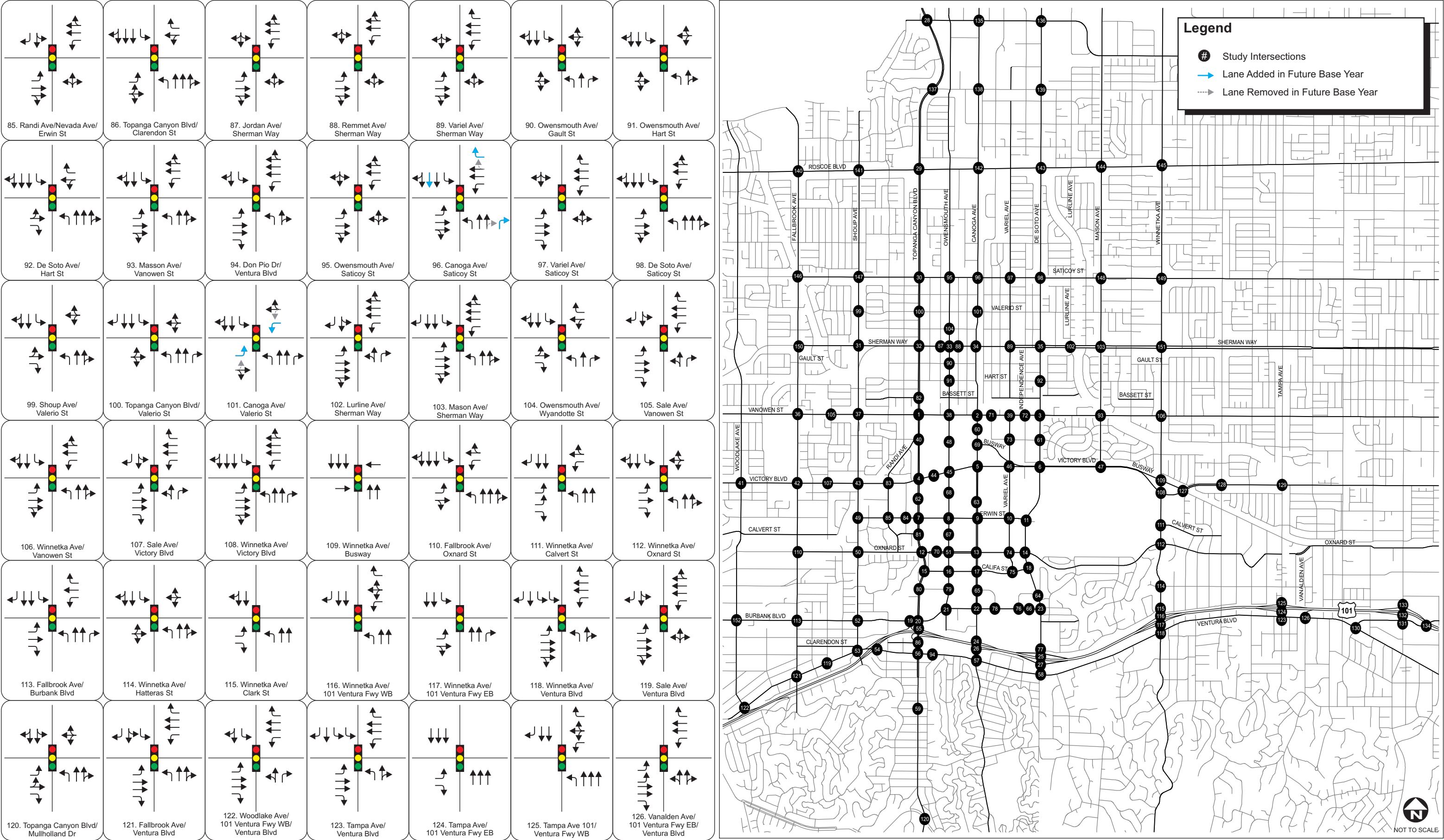
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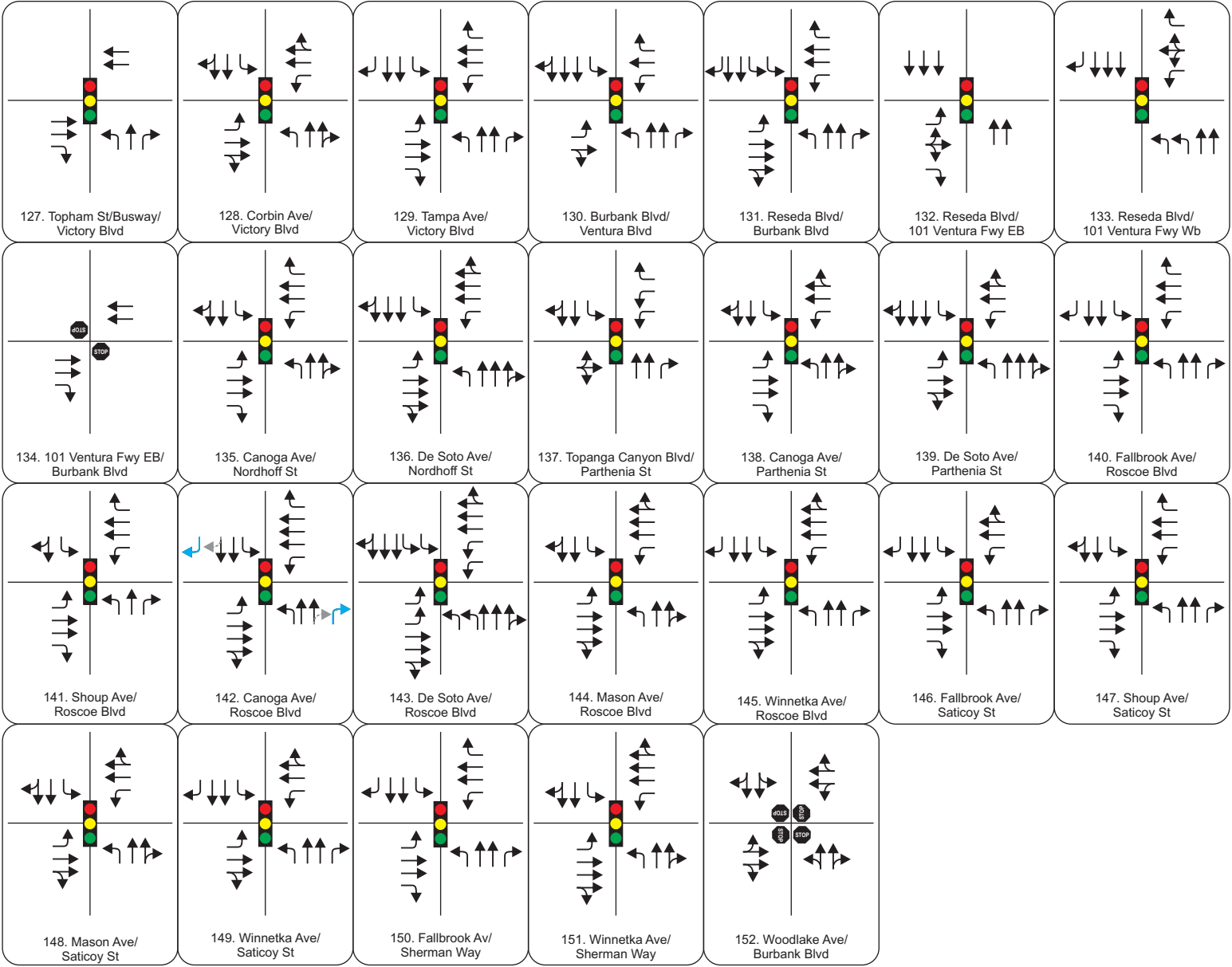
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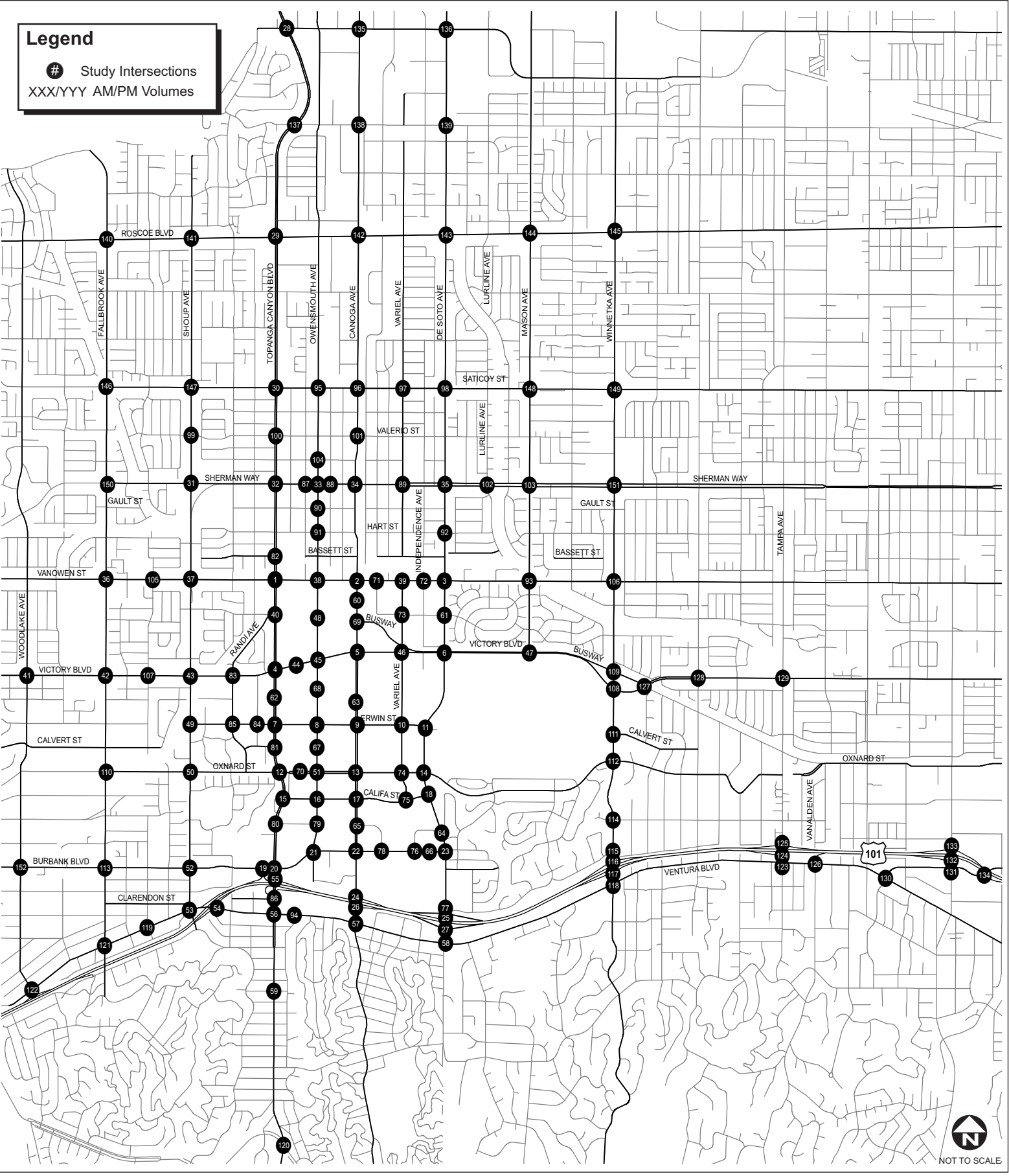


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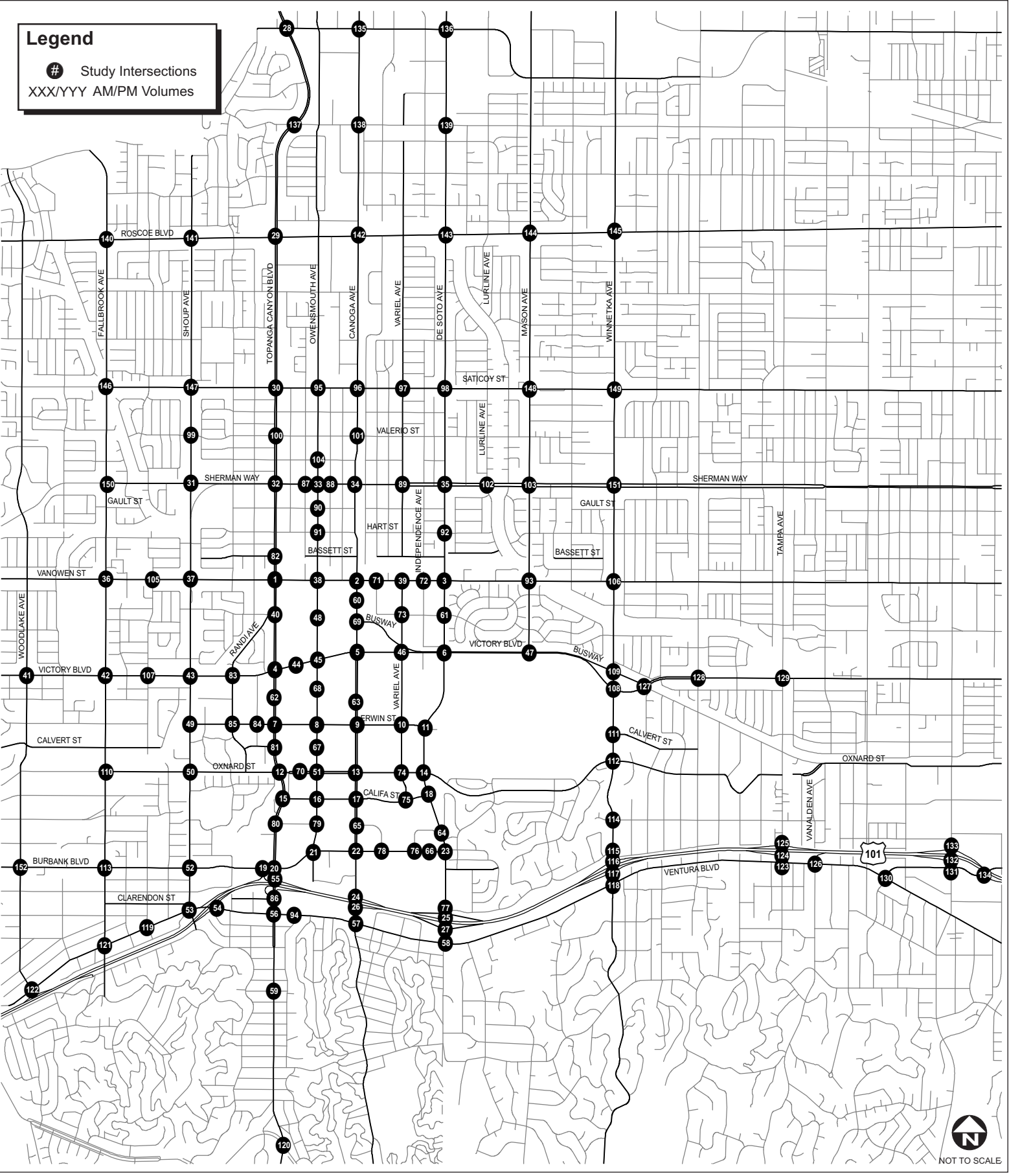
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80/134 146/11237 126/171 124/151 663/734 87/104 88/128 89/931 135/159 180/213 634/884 268/171 1. Topanga Canyon Blvd/ Vanowen St	111/154 1143/866 207/101 111/187 971/810 117/70 222/202 1290/882 135/109 180/213 634/884 268/171 2. Canoga Ave/ Vanowen St	111/154 1143/866 207/101 77/220 950/1572 71/105 222/202 1290/882 135/109 180/213 634/884 268/171 3. De Soto Ave/ Vanowen St	111/154 1143/866 207/101 65/150 997/837 117/155 105/116 1340/1123 175/244 124/243 653/879 228/322 4. Topanga Canyon Blvd/ Victory Blvd	124/243 653/879 228/322 83/142 940/1336 159/170 81/152 103/879 134/146 64/238 986/1180 226/202 5. Canoga Ave/ Victory Blvd	115/113 1308/1066 492/237 96/436 997/1976 53/129 173/208 1305/832 182/129 76/124 334/167 111/72 6. De Soto Ave/ Victory Blvd	33/162 115/428 91/197 215/128 1019/802 60/185 42/47 1489/1378 151/121 25/128 1019/802 60/185 7. Topanga Canyon Blvd/ Erwin St
102/274 642/482 111/158 115/113 222/380 54/69 140/129 1256/1217 68/46 116/137 152/305 43/150 8. Owensmouth Ave/ Erwin St	97/165 232/308 130/159 75/166 104/1701 127/190 140/129 1256/1217 68/46 116/137 152/305 43/150 9. Canoga Ave/ Erwin St	75/187 194/440 41/61 58/39 145/399 27/38 109/127 275/257 56/43 78/61 269/210 25/44 10. Variel Ave/ Erwin St	28/251 2/14 148/382 5/31 141/1765 156/142 186/207 2157/1159 25/20 23/11 10/11 19/10 11. De Soto Ave/ Erwin St	55/145 531/489 221/147 175/200 1173/1815 107/187 51/101 92/1361 114/199 59/144 237/674 104/255 12. Topanga Canyon Blvd/ Oxnard St	82/179 392/559 123/139 70/135 1159/787 117/177 120/100 1331/1251 101/98 72/80 381/353 113/113 13. Canoga Ave/ Oxnard St	59/235 141/440 78/274 29/171 1379/754 122/132 234/179 2131/1253 46/46 59/20 430/208 227/29 14. De Soto Ave/ Oxnard St
1838/1858 81/32 0/1 25/191 0/1 26/28 460/503 106/118 87/247 50/171 40/159 15. Topanga Canyon Blvd/ Califa St	39/31 187/96 62/78 101/64 387/55 24/43 26/28 460/503 106/118 87/247 50/171 40/159 16. Owensmouth Ave/ Califa St	57/240 101/117 92/289 117/117 141/1804 228/154 139/55 69/56 1605 31/106 102/115 22/123 17. Canoga Ave/ Califa St	47/240 260/75 1494/2190 260/75 149/161 191/148 136/222 285/519 930/1158 18. De Soto Ave/ Califa St	648/343 136/42 285/519 930/1158 530/385 187/1202 16/94 36/90 414/998 146/338 19. 101 Ventura Fwy WB/ Burbank Blvd	67/59 403/175 250/153 618/305 1398/2184 238/335 214/492 106/36 173/228 155/207 426/756 70/65 20. Topanga Canyon Blvd/ Burbank Blvd	227/216 705/472 81/70 37/152 53/109 84/104 214/492 106/36 173/228 155/207 426/756 70/65 21. Owensmouth Ave/ Burbank Blvd
162/173 107/11310 180/88 76/147 303/664 37/180 647/183 1478/1715 1542/1324 245/72 22. Canoga Ave/ Burbank Blvd	155/684 129/496 1542/1324 245/72 647/183 1478/1715 1542/1324 245/72 23. De Soto Ave/ Burbank Blvd (N)	1054/1721 962/872 1054/1721 962/872 24. Canoga Ave/ 101 Ventura Fwy WB	1007/749 195/242 962/872 1054/1721 962/872 25. De Soto Ave/ 101 Ventura Fwy WB	617/481 4/0 166/269 1387/1081 92/250 537/616 108/11 4/0 166/269 26. Canoga Ave/ 101 Ventura Fwy EB	788/1082 1361/909 228/333 946/866 394/849 954/905 697/554 4/2 423/247 27. De Soto Ave/ 101 Ventura Fwy EB	95/88 135/58 8/9 278/151 1326/1746 14/11 97/46 1820/1599 205/121 89/179 113/128 216/384 28. Topanga Canyon Blvd/ Nordhoff St
687/812 1264/1260 115/98 59/113 1007/867 312/432 143/157 1630/1182 125/212 102/201 673/1125 69/111 29. Topanga Canyon Blvd/ Roscoe Blvd	67/115 856/1181 88/116 127/227 932/1779 108/119 143/157 1630/1182 125/212 102/201 673/1125 69/111 30. Topanga Canyon Blvd/ Saticoy St	143/222 894/1212 247/130 89/86 732/1292 179/159 127/146 1035/676 121/61 54/77 837/596 147/60 31. Shoup Ave/ Sherman Way	216/314 812/1177 141/158 178/309 908/1691 136/161 158/162 184/112 94/198 116/176 1160/1072 332/271 32. Topanga Canyon Blvd/ Sherman Way	29/71 903/1157 73/95 64/75 158/398 50/16 147/156 669/291 52/67 37/71 1178/1074 243/107 33. Owensmouth Ave/ Sherman Way	91/147 956/1422 76/193 97/253 771/1456 66/43 147/156 669/291 52/67 144/151 1440/1344 136/162 34. Canoga Ave/ Sherman Way	91/182 1077/1969 85/142 91/182 1077/1969 85/142 153/157 1491/999 116/125 127/139 1191/1040 188/180 35. De Soto Ave/ Sherman Way
123/197 1652/1331 67/76 45/118 433/504 111/115 143/113 1112/675 107/53 73/113 638/717 130/108 36. Fallbrook Ave/ Vanowen St	149/155 701/764 117/99 78/100 761/427 69/141 143/113 1112/675 107/53 73/113 638/717 130/108 37. Shoup Ave/ Vanowen St	66/117 880/1155 95/104 92/335 173/706 21/134 165/142 903/430 95/101 87/106 922/861 246/181 38. Owensmouth Ave/ Vanowen St	15/11 883/1602 133/35 36/162 2/5 51/212 165/142 903/430 95/101 87/106 922/861 246/181 39. Variel Ave/ Vanowen St	37/135 7/10 6/12 43/75 945/1772 6/21 185/161 1614/1298 108/7 12/69 8/19 31/130 40. Topanga Canyon Blvd/ Kittridge St	108/152 1257/985 40/42 103/112 1302/230 40/87 127/169 83/242 121/121 80/233 626/1126 88/81 41. Woodlake Ave/ Victory Blvd	196/389 995/844 160/160 64/121 987/1212 154/349 125/261 1495/1151 137/315 159/286 651/995 108/96 42. Fallbrook Ave/ Victory Blvd



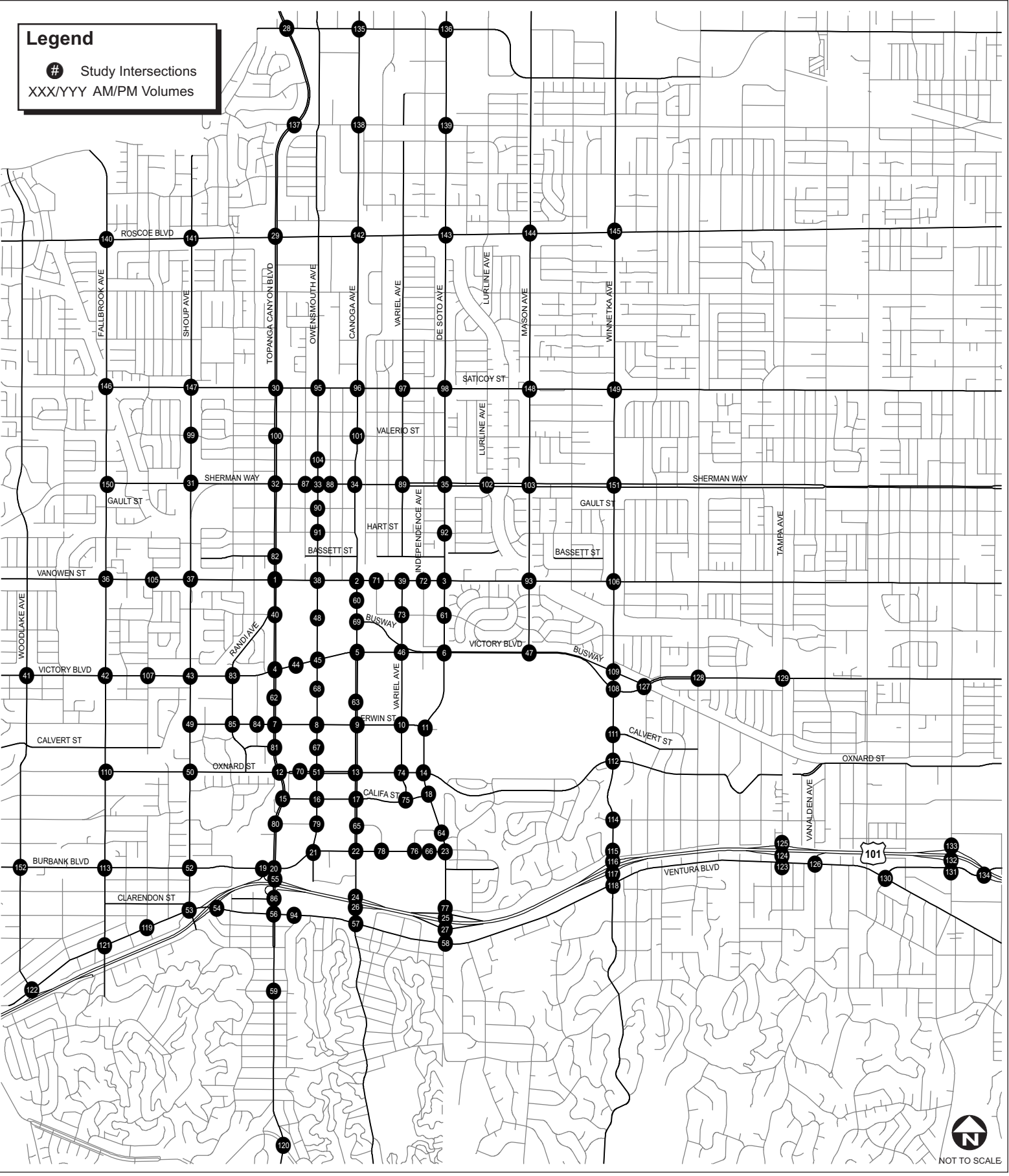
APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES

43. Shoup Ave/ Victory Blvd ↖72/93 ↗1245/725 ↘126/119 ↖78/157 ↗713/914 ↘101/92 ↖96/102 ↗912/834 ↘263/129 ↖50/123 ↗702/1369 ↘102/197	44. Westfield Way (Pvt)/ Victory Blvd ↖13/173 ↗75 ↘3/129 ↖10/147 ↗1019/1405 ↘17/40 ↖21/192 ↗1258/1264 ↘37/78 ↖10/61 ↗4/6 ↘14/78	45. Owensmouth Ave/ Victory Blvd ↖122/201 ↗933/555 ↘165/222 ↖73/165 ↗880/1247 ↘198/108 ↖53/106 ↗1198/1173 ↘141/76 ↖84/201 ↗219/1011 ↘47/212	46. Variel Ave/ Victory Blvd ↖1471/1318 ↗353/116 ↖1137/1941 ↗200/237 ↖106/492 ↗69/304	47. Mason Ave/ Victory Blvd ↖823/256 ↗343/181 ↘335/202 ↖152/259 ↗1756/1268 ↘97/50 ↖201/524 ↗1769/2251 ↘236/149 ↖28/108 ↗84/235 ↘78/118	48. Owensmouth Ave/ Canyon Creek Dr (Pvt) ↖9/65 ↗11 ↘135/716 ↖0/71 ↗6/181 ↖239/1088 ↗45/265	49. Shoup Ave/ Erwin St ↖1225/622 ↗215/125 ↖13/6 ↗3/5 ↘18/8 ↖78/94 ↗733/1393 ↘2/19
50. Shoup Ave/ Oxnard St ↖187/58 ↗928/697 ↘126/134 ↖177/163 ↗1183/751 ↘114/56 ↖62/113 ↗65/1306 ↘68/78 ↖51/141 ↗738/1412 ↘96/111	51. Owensmouth Ave/ Oxnard St ↖94/107 ↗637/380 ↘85/99 ↖61/136 ↗309/510 ↘157/62 ↖142/74 ↗524/502 ↘184/54 ↖53/111 ↗335/480 ↘40/65	52. Shoup Ave/ Burbank Blvd ↖83/83 ↗64/161 ↘169/97 ↖52/85 ↗171/249 ↘33/32 ↖93/115 ↗339/207 ↘52/38 ↖46/55 ↗603/1210 ↘40/78	53. Shoup Ave/ Ventura Blvd ↖263/267 ↗184/162 ↘62/1374 ↖300/635 ↗851/1345 ↘52/123 ↖63/159 ↗974/1025 ↘65/66 ↖128/158 ↗363/541 ↘71/66	54. 101 Ventura Fwy EB/ Ventura Blvd ↖895/931 ↗918/1063 ↘23/0 ↖56/83 ↗1074/1438 ↖1516/1526 ↖1516/1526	55. Topanga Canyon Blvd/ 101 Ventura Fwy WB (Off-Ramp to NB) ↖550/588 ↗1806/2169 ↖1806/2169 ↖415/655	56. Topanga Canyon Blvd/ Ventura Blvd ↖91/93 ↗900/1035 ↘141/48/299 ↖211/382 ↗625/691 ↘208/234 ↖343/379 ↗1191/1414 ↘153/227
57. Canoga Ave/ Ventura Blvd ↖263/367 ↗234/257 ↘185/282 ↖939/1059 ↘59/92 ↖540/572 ↗1285/1122 ↘71/162 ↖68/55 ↗939/1059 ↘156/186	58. De Soto Ave/ Serrania Ave/Ventura Blvd ↖388/360 ↗200/263 ↘66/524 ↖406/442 ↗1273/1091 ↘65/66 ↖234/336 ↗1225/1136 ↘63/75 ↖142/95 ↗264/206 ↘98/61	59. Topanga Canyon Blvd/ Martinez St ↖114/13 ↗101/1 ↘3/3 ↖5/12 ↗15/17 ↖116/42 ↗17/7 ↘19/12 ↖4/1 ↗1127/1575 ↘7/8	60. Canoga Ave/ Rocketdyne Dwy (Pvt) ↖38/2 ↗157/594 ↘16 ↖1/13 ↗3/13 ↖12/37 ↗4/20 ↖0/1 ↗831/1790 ↘28/3	61. De Soto Ave/ Kittridge St ↖59/148 ↗6/105 ↘152/231 ↖24/85 ↗889/180 ↘190/81 ↖11/10 ↗960/1924 ↖11/10 ↗960/1924	62. Topanga Canyon Blvd/ Village Dwy ↖1389/1240 ↗244/90 ↖17/114 ↗37/234 ↖347/103 ↗973/1633	63. Canoga Ave/ Trillium Dwy (Pvt) ↖17/114 ↗37/234 ↖17/114 ↗37/234 ↖347/103 ↗973/1633
64. De Soto Ave/ Warner Center Ln (Pvt)/ Serrania Ave ↖41/48 ↗2093/1763 ↘136/44 ↖22/14 ↗1/3 ↘7/1 ↖0/15 ↗37/73 ↖17/48 ↗1694/2182 ↘117/22	65. Canoga Ave/ Warner Ranch Rd (Pvt) ↖12/22 ↗1050/1752 ↘29/154 ↖42/186 ↗0/20 ↖1/0 ↗18/107 ↖169/26 ↗183/1479 ↘68/19	66. De Soto Ave/ Burbank Blvd(S)/Kaiser Dwy ↖114/55 ↗1420/1946 ↘129/147 ↖107/90 ↗12/5 ↘203/69 ↖41/134 ↗11/36 ↘38/144 ↖79/66 ↗1704/1483 ↘128/93	67. Owensmouth Ave/ Promenade Dwy (Pvt) ↖11/48 ↗1/11 ↘19/66 ↖49/11 ↗396/778 ↘35/66 ↖11/48 ↗1/11 ↘19/66 ↖49/11 ↗396/778 ↘35/66	68. Owensmouth Ave/ West Valley Way (Pvt) ↖14/217 ↗54/37 ↘25/79 ↖336/1101 ↗54/37 ↘25/79 ↖14/217 ↗54/37 ↘25/79 ↖336/1101 ↗54/37 ↘25/79	69. Canoga Ave/ Busway ↖1426/1126 ↗0/2 ↖1/2 ↗16/18 ↖15/16 ↗917/1178	70. AMC Dwy/ Oxnard St ↖23/100 ↗1/3 ↘181 ↖29/131 ↗464/838 ↘61/46 ↖61/238 ↗810/539 ↘152/66 ↖62/78 ↗1/5 ↘76/100
71. Eton Ave/ Vanowen St ↖4/11 ↗8/0 ↘1/1 ↖1408/1318 ↗25/53 ↖15/2 ↗972/1807 ↘44/245 ↖6/130 ↗18/156	72. Independence Ave/ Vanowen St ↖43/19 ↗17/42 ↘1/4 ↖1335/1114 ↗200/64 ↖16/31 ↗843/1719 ↘83/41 ↖67/242 ↗1/0 ↘27/16	73. Variel Ave/ Kittridge St ↖22/233 ↗125/108 ↘34/6 ↖46/102 ↗17/157 ↘5/159 ↖24/66 ↗86/203 ↘24/16 ↖46/102 ↗17/157 ↘5/159	74. Variel Ave/ Oxnard St ↖106/122 ↗133/133 ↘168 ↖110/66 ↗591/353 ↘51/35 ↖84/130 ↗326/798 ↘41/67 ↖111/99 ↗41/167 ↘26/41	75. Variel Ave/ Califa St ↖103/56 ↗630/1 ↘2380 ↖96/50 ↗183/53 ↘5/1 ↖36/249 ↗38/143 ↘7/3 ↖2/5 ↗1/20 ↘5/11	76. Warner Center Lane/ Burbank Blvd ↖127/48 ↗535/846 ↖127/48 ↗535/846 ↖33/16 ↗631/384	77. De Soto Ave/ Clark St ↖1543/2087 ↗1/22 ↖154/19 ↖136/89 ↗1993/1620
78. Warner Ranch Rd (Pvt)/ Burbank Blvd ↖122/192 ↗152/05 ↖122/15 ↗622/501 ↖204/25 ↗290/512	79. Owensmouth Ave/ Marylee St ↖147/123 ↗360/872 ↘37/14 ↖25/94 ↗6/17 ↖96/181 ↗10/19 ↘61/102 ↖30/21 ↗535/530 ↘35/71	80. Topanga Canyon Blvd/ Marylee St ↖181/1756 ↗100/102 ↖75/156 ↗9/56 ↖78/94 ↗1643/2290	81. Topanga Canyon Blvd/ Calvert St ↖46/69 ↗171/131 ↘1941 ↖111/75 ↗71/178 ↖14/105 ↗1284/2020 ↖14/105 ↗1284/2020	82. Topanga Canyon Blvd/ Bassett St ↖62/70 ↗126/1423 ↖107/99 ↗30/70 ↖1254/1903 ↗34/131	83. Randi Ave/ Victory Blvd ↖26/51 ↗67 ↘101 ↖2/8 ↗671/1130 ↘37/57 ↖24/47 ↗1202/980 ↘34/60 ↖63/37 ↗7/27 ↘38/38	84. Glade Ave/ Erwin St ↖14/49 ↗25/24 ↘54/59 ↖29/28 ↗127/540 ↘22/36 ↖19/12 ↗408/191 ↘29/20 ↖49/78 ↗17/43 ↘27/68

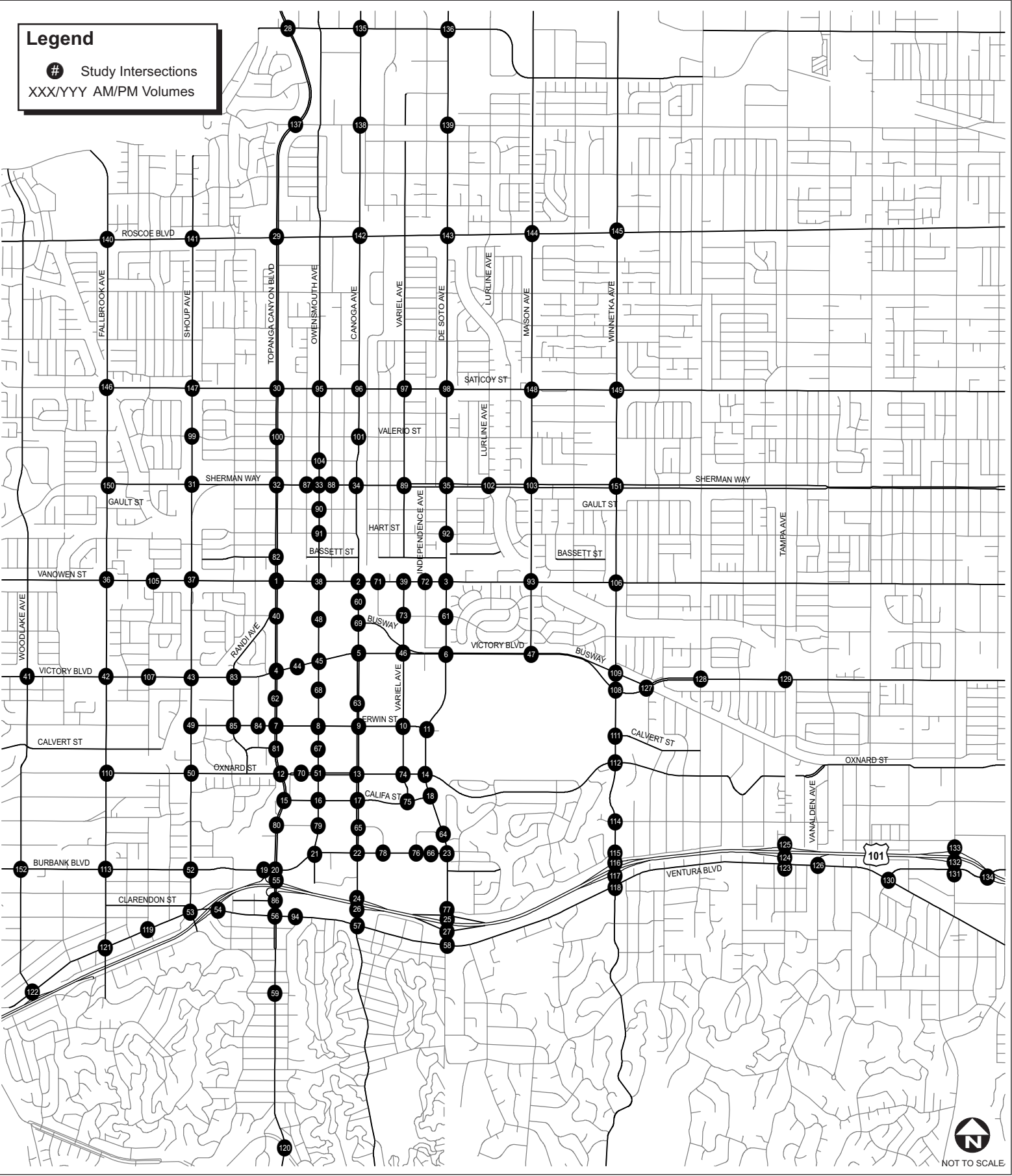
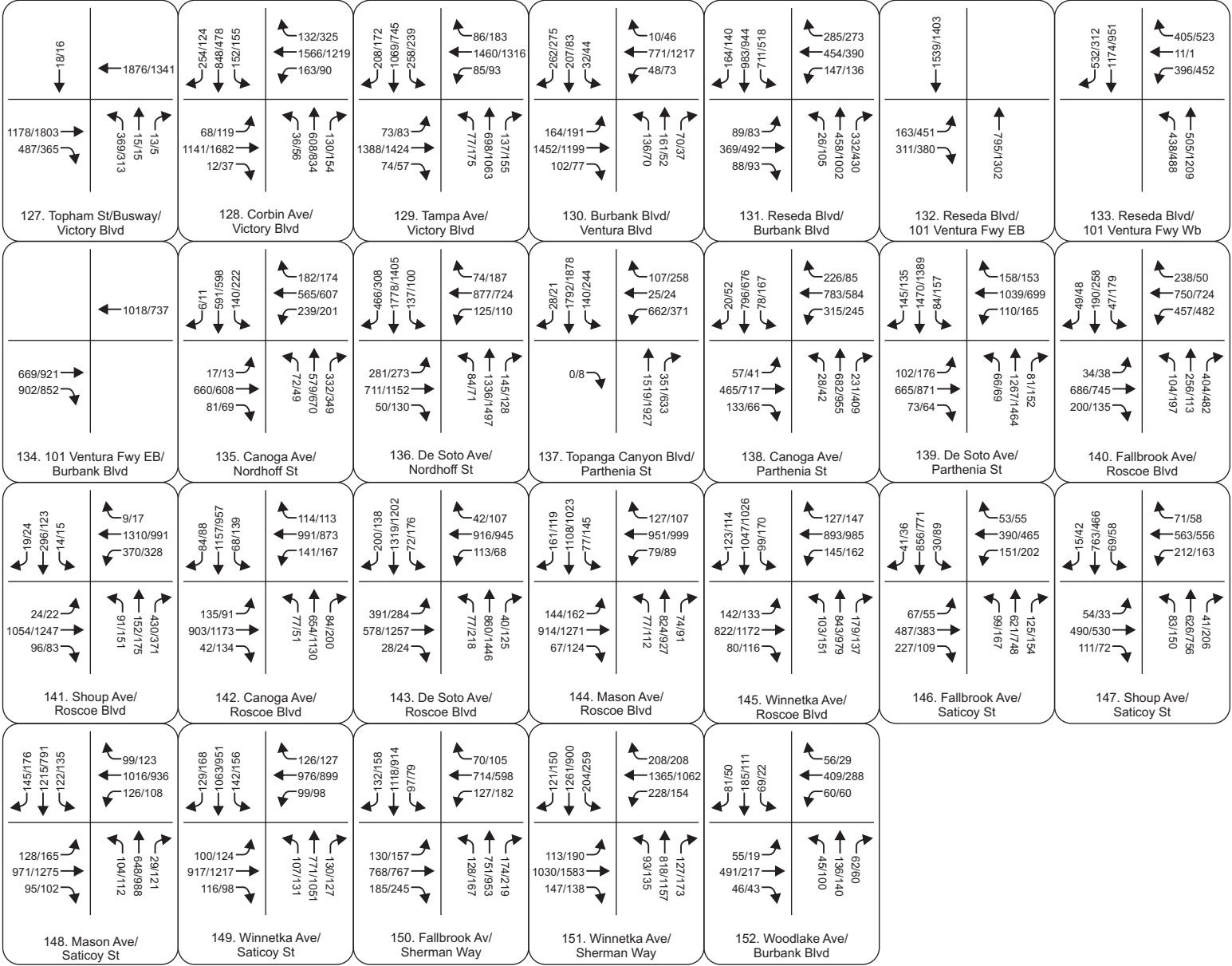


APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES

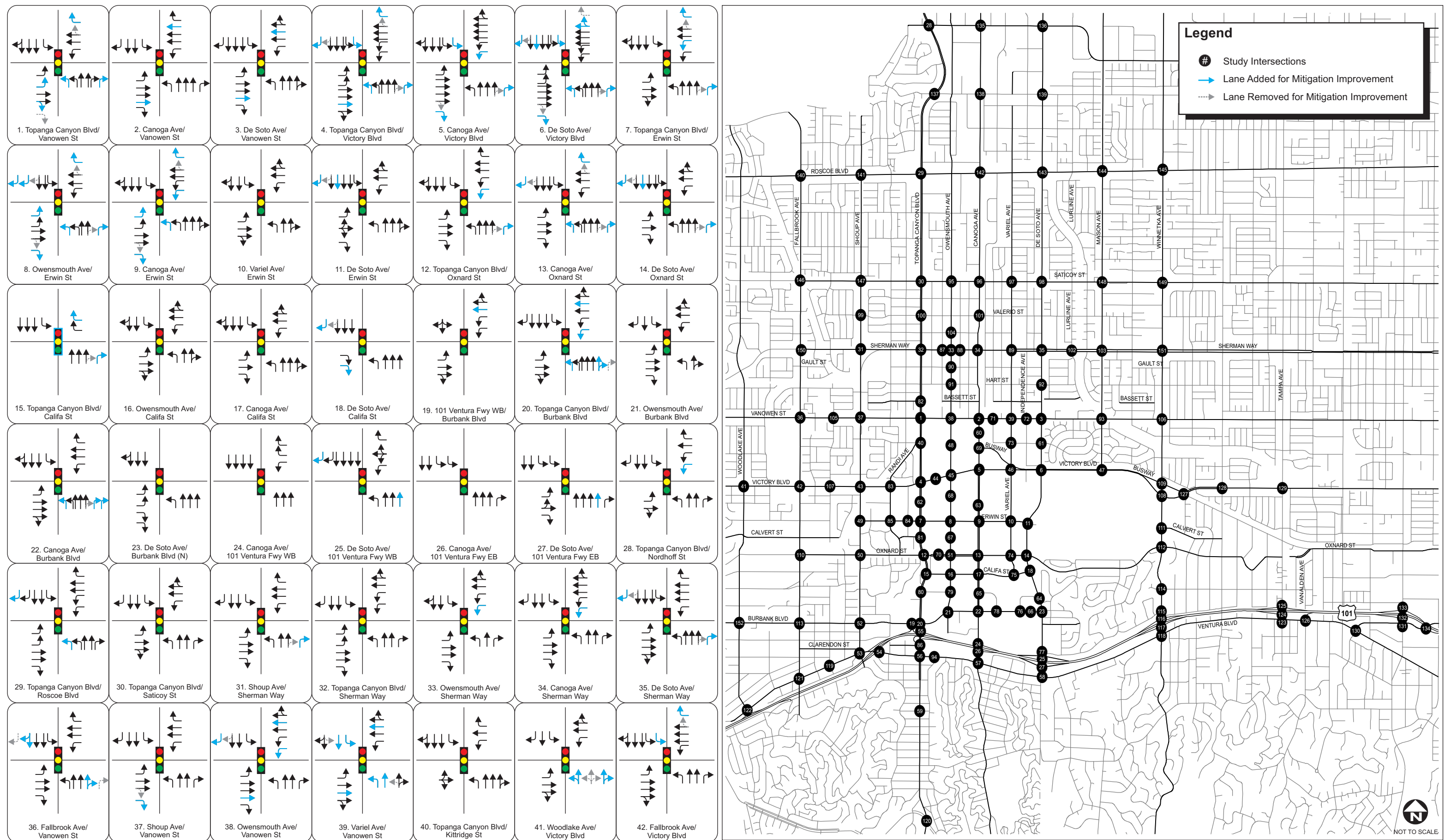
27/18 42/24 49/17 14/22 308/186 17/29 20/75 147/537 9/44 49/53 15/22 14/22 85. Randi Ave/Nevada Ave/ Erwin St	125/172 1224/1137 149/260 111/277 8/21 5/44 528/360 26/55 30/57 27/46 1953/2280 35/43 86. Topanga Canyon Blvd/ Clarendon St	60/79 55/25 44/117 27/107 1243/1095 20/72 73/50 952/1311 35/43 63/74 77/81 47/61 87. Jordan Ave/ Sherman Way	12/35 28/16 127/7 18/43 1269/1067 126/76 20/39 964/1274 30/39 58/164 9/96 6/57 88. Remmet Ave/ Sherman Way	44/24 90/63 62/113 55/70 1382/1068 41/70 35/92 887/1499 42/37 24/63 83/83 106/66 89. Variel Ave/ Sherman Way	16/28 755/433 16/33 32/52 10/26 46/27 9/14 15/27 43/57 16/40 231/622 13/39 90. Owensmouth Ave/ Gault St	47/44 755/492 11/19 17/13 34/30 36/26 24/16 20/18 117/67 12/33 221/732 33/107 91. Owensmouth Ave/ Hart St
37/35 1724/1218 20/48 42/36 15/6 81/36 54/33 16/12 72/63 29/69 1084/843 61/47 92. De Soto Ave/ Hart St	113/98 942/643 67/105 130/82 1076/921 134/61 120/203 874/1440 71/53 60/51 321/714 32/38 93. Masson Ave/ Vanowen St	29/79 49/69 94/111 50/124 835/1484 52/78 32/86 1549/1333 41/65 98/115 15/25 9/24 94. Don Pio Dr/ Ventura Blvd	48/35 371/284 54/114 70/60 1101/938 171/73 52/64 1107/1315 49/14 52/41 151/449 41/28 95. Owensmouth Ave/ Saticoy St	77/165 121/11 54/141 146/217 1137/851 164/162 112/169 915/1222 194/61 91/253 667/1151 110/107 96. Canoga Ave/ Saticoy St	83/91 54/50 39/24 18/25 1381/1022 23/43 53/77 946/1401 24/46 49/73 32/57 72/69 97. Variel Ave/ Saticoy St	173/167 1308/1062 100/131 66/77 1345/787 168/107 136/196 968/1375 97/93 152/187 766/1518 134/102 98. De Soto Ave/ Saticoy St
12/22 1046/633 18/18 34/15 7/9 54/27 29/19 2/7 77/70 42/68 778/1087 31/83 99. Shoup Ave/ Valerio St	18/22 1041/991/1415 4/6/6 92/52 81/42 60/56 47/59 39/37 18/67 40/48 1232/704 37/54 100. Topanga Canyon Blvd/ Valerio St	28/79 54/86 91/115 109/64 219/63 93/52 39/80 85/121 23/18 21/25 751/1321 33/23 101. Canoga Ave/ Valerio St	5/12 51/12 5/35 53/60 1547/1151 56/55 31/67 965/1661 10/22 65/38 13/6 8/13 102. Lurline Ave/ Sherman Way	47/162 1042/669 47/161 149/165 1558/1144 200/145 113/201 966/1769 54/54 65/141 564/891 68/95 103. Mason Ave/ Sherman Way	25/25 620/366 9/25 8/24 12/40 5/15 16/26 23/37 75/49 6/26 183/479 27/42 104. Owensmouth Ave/ Wyandotte St	29/26 4/3 6/6 5/16 623/849 82/35 10/26 820/824 10/35 100/38 7/8 13/13 105. Sale Ave/ Vanowen St
121/95 1231/831 117/138 81/93 1146/903 169/105 71/126 903/1246 92/68 108/124 742/1247 83/121 106. Winnetka Ave/ Vanowen St	27/39 1/81 30/16 64/25 692/1213 6/13 37/36 979/1053 13/12 15/32 14/13 4/20 107. Sale Ave/ Victory Blvd	283/145 111/111 88 64/141 1832/1209 319/192 84/231 1311/1901 215/184 220/145 796/1049 181/202 108. Winnetka Ave/ Victory Blvd	800/1151 16/41 16/41 891/1451 18/15 891/1451 126/72 1097/1466 22/30 109. Winnetka Ave/ Busway	104/223 136/148 115/141 59/21 33/19 58/29 66/80 47/82 105/1254 222/138 110. Fallbrook Ave/ Oxnard St	269/88 1399/1010 180/81 82/105 292/241 40/54 187/219 349/442 97/86 42/70 12381/382 65/115 111. Winnetka Ave/ Calvert St	152/98 262/382 383/355 199/302 909/1027 134/82 225/281 1456/1510 70/125 61/84 362/387 112/122 112. Winnetka Ave/ Oxnard St
229/88 1399/1010 140/81 82/105 244/241 29/54 187/87 349/153 109/50 26/53 999/1362 52/59 113. Fallbrook Ave/ Burbank Blvd	6/6 121/11 19/29 14/11 8/3 36/36 7/9 3/2 12/15 26/80 1130/388 4/18 114. Winnetka Ave/ Hatteras St	20/30 111/1021 06 52/38 3/0 197/82 1173/1472 4/462 1173/1472 4/462 115. Winnetka Ave/ Clark St	477/645 11/3 272/307 744/863 37/234 413/430 0/1 303/153 178/260 501/700 116. Winnetka Ave/ 101 Ventura Fwy WB	1819/4943 60/67 225/281 1456/1510 70/125 61/84 362/387 112/122 199/302 909/1027 134/82 117. Winnetka Ave/ 101 Ventura Fwy EB	18/28 2/2 222/50 26/45 1144/1876 37/23 15/34 1107/1042 22/7 16/48 0/5 7/31 118. Winnetka Ave/ Ventura Blvd	107/73 1203/1332 120/95 107/73 1203/1332 120/95 416/488 1927/1466 81/121 199/106 160/163 1501/26 119. Sale Ave/ Ventura Blvd
616/664 891/593 21/22 44/53 118/51 16/17 676/610 64/79 177/152 19/8 464/875 116/190 120. Topanga Canyon Blvd/ Mullholland Dr	566/472 301/232 569/430 347/674 554/983 175/237 86/158 366/429 26/40 106/159 628/743 61/48 121. Fallbrook Ave/ Ventura Blvd	40/40 230/110 88 75/95 559/592 451/667 31/49 319/423 109/34 36/84 86/145 16/31 122. Woodlake Ave/ 101 Ventura Fwy WB/ Ventura Blvd	78/134 1834/1492 63/59 32/47 1091/105 63/39 358/563 141/177 484/573 123. Tampa Ave/ Ventura Blvd	52/62/8 371/639 187/234 614/875 229/211 614/875 229/211 124. Tampa Ave/ 101 Ventura Fwy EB	416/488 1927/1466 81/121 199/106 160/163 1501/26 416/488 1927/1466 81/121 199/106 160/163 1501/26 125. Tampa Ave 101/ Ventura Fwy WB	107/73 1203/1332 120/95 107/73 1203/1332 120/95 416/488 1927/1466 81/121 199/106 160/163 1501/26 126. Vanalden Ave/ 101 Ventura Fwy EB/ Ventura Blvd



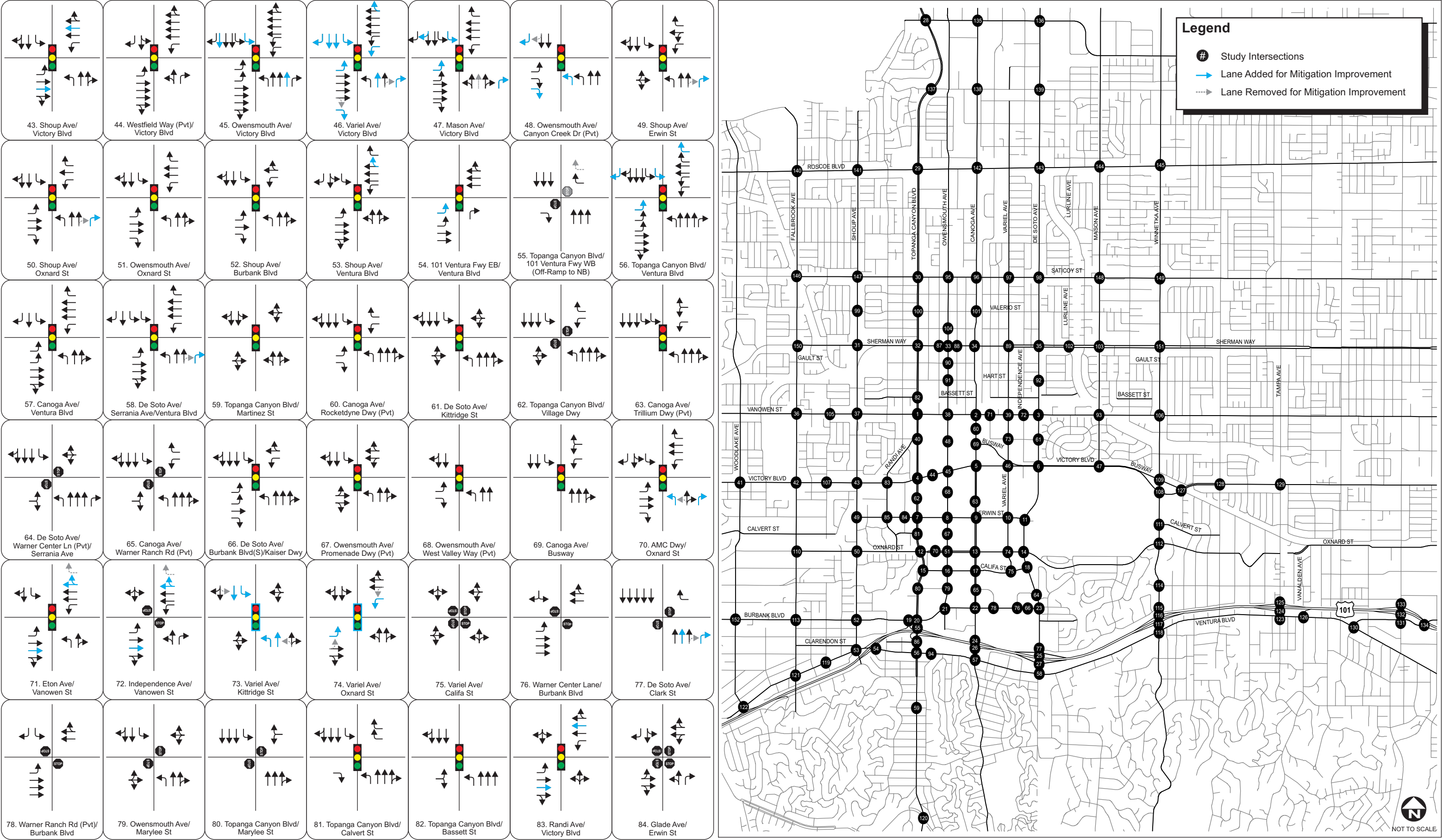
APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES



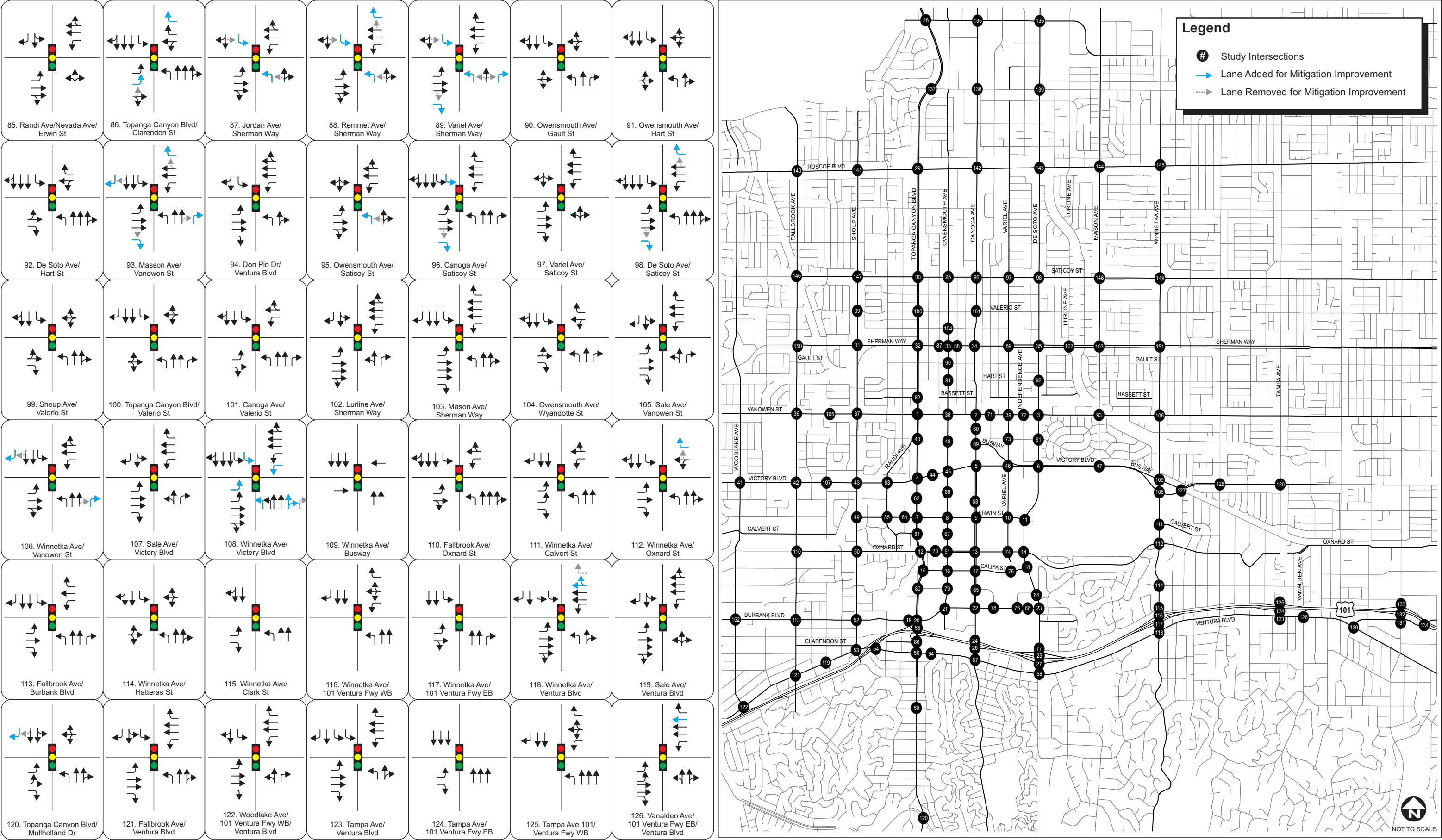
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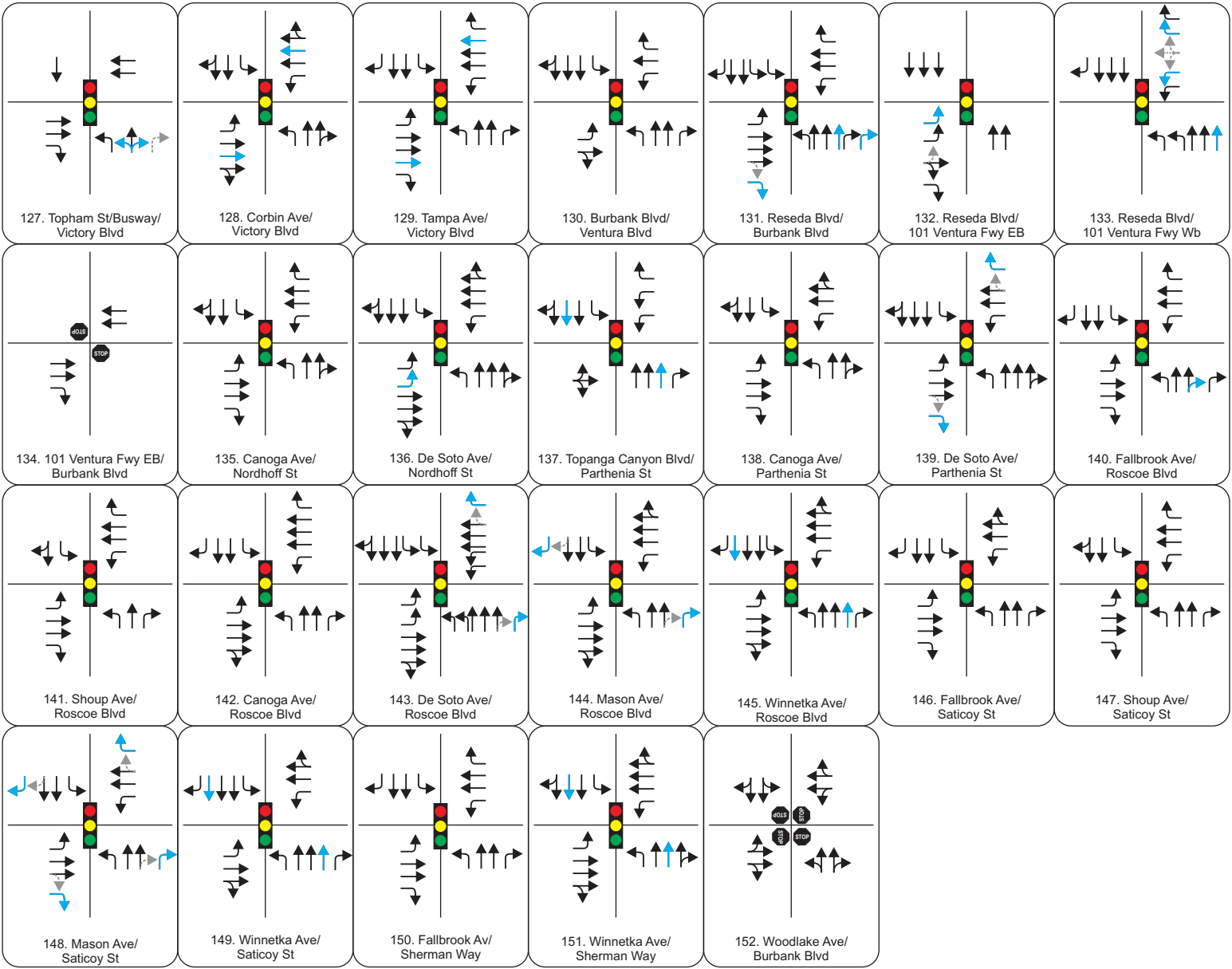
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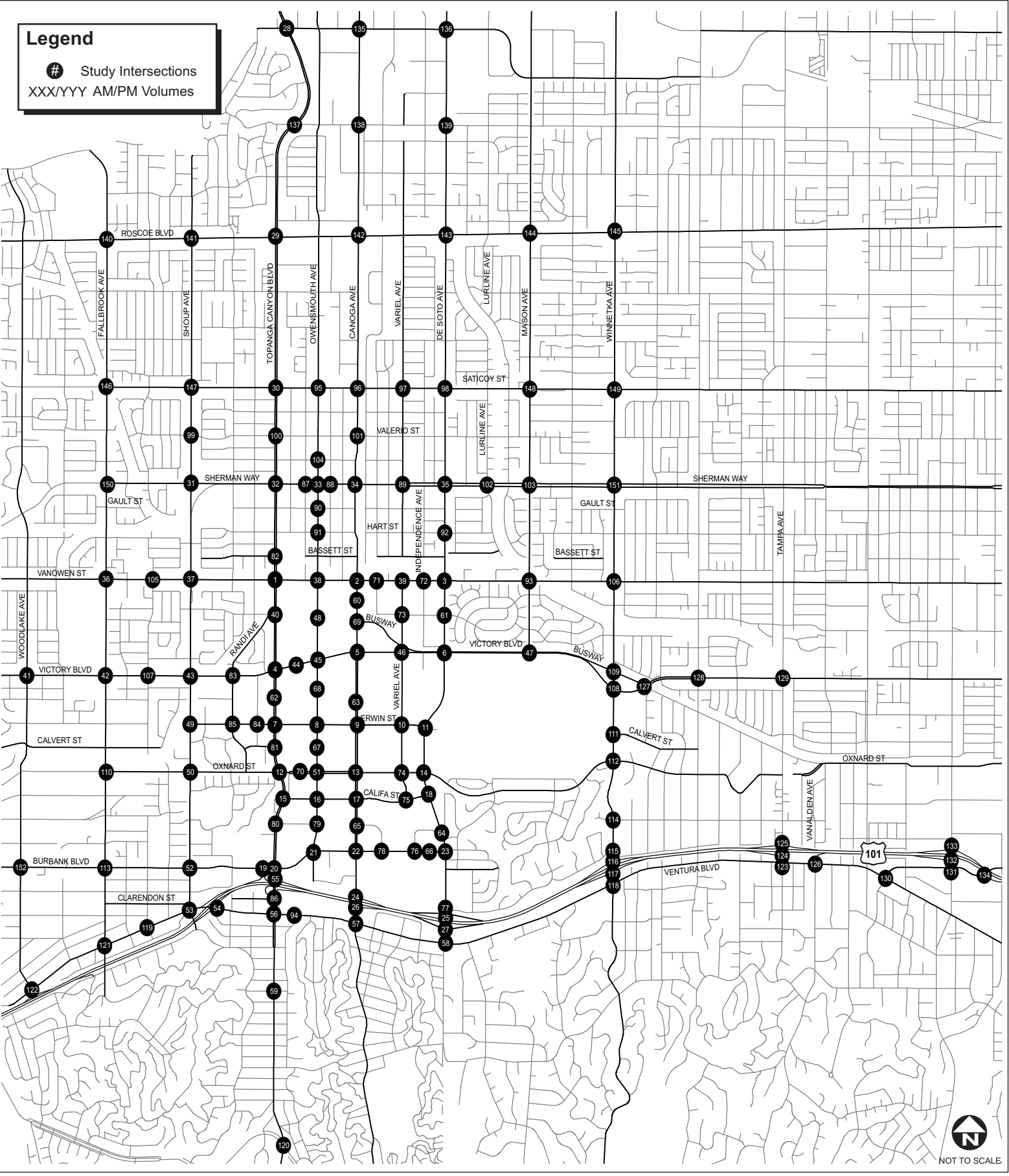


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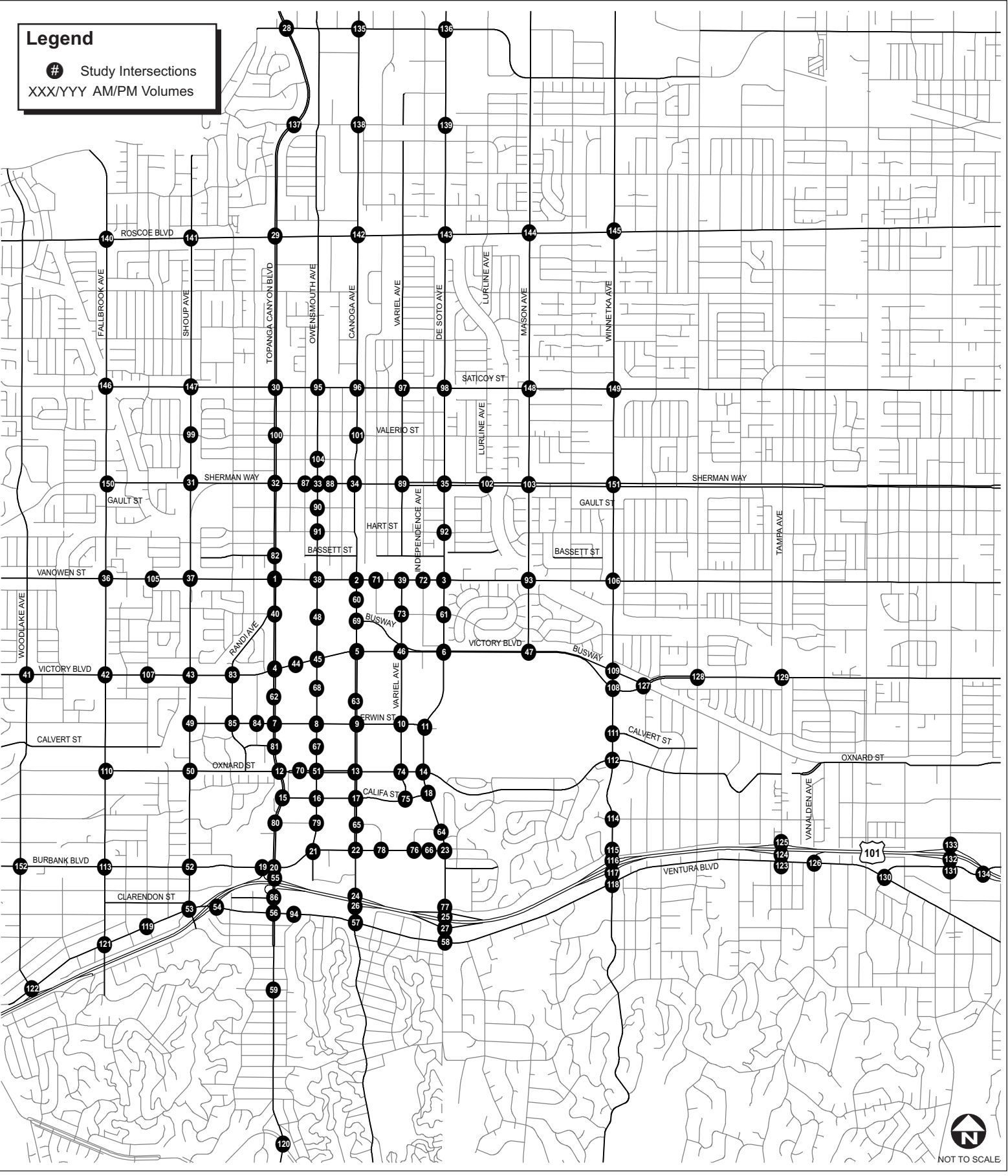
APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES

83/133 1618/1209 117/169 151/159 731/749 114/135 1. Topanga Canyon Blvd/ Vanowen St	92/139 1024/1053 132/202 190/158 680/799 383/165 2. Canoga Ave/ Vanowen St	196/224 1417/1043 181/138 160/144 1153/1005 219/125 3. De Soto Ave/ Vanowen St	106/128 1497/1061 177/266 115/256 705/898 255/317 4. Topanga Canyon Blvd/ Victory Blvd	121/192 1215/638 162/153 63/228 1484/1565 237/206 5. Canoga Ave/ Victory Blvd	330/315 1496/826 189/131 119/141 1857/1474 596/283 6. De Soto Ave/ Victory Blvd	71/52 1303/1368 165/132 35/160 188/465 79/194 7. Topanga Canyon Blvd/ Erwin St
300/445 688/661 121/208 149/148 452/523 70/89 8. Owensmouth Ave/ Erwin St	288/215 1368/1246 120/97 152/250 218/344 44/105 9. Canoga Ave/ Erwin St	257/158 1369/1227 96/147 87/56 343/201 32/43 10. Variel Ave/ Erwin St	202/266 2211/1092 242/23 25/11 11/13 20/11 11. De Soto Ave/ Erwin St	52/86 862/41 151/96 61/157 255/770 198/421 12. Topanga Canyon Blvd/ Oxnard St	18/81 1212/1267 140/103 78/87 486/478 158/145 13. Canoga Ave/ Oxnard St	243/194 2294/1358 48/48 60/23 442/208 279/46 14. De Soto Ave/ Oxnard St
205/414 507/733 124/176 128/77 325/731 125/167 15. Topanga Canyon Blvd/ Califa St	134/259 288/412 149/178 69/105 106/1864 119/212 16. Owensmouth Ave/ Califa St	126/260 194/404 75/107 77/25 178/61 50/46 17. Canoga Ave/ Califa St	45/304 2/15 184/324 5/30 1437/883 163/132 18. De Soto Ave/ Califa St	54/158 578/549 232/182 332/335 1255/1840 114/224 19. 101 Ventura Fwy WB/ Burbank Blvd	95/194 497/745 122/179 120/156 1204/1680 143/210 20. Topanga Canyon Blvd/ Burbank Blvd	57/238 149/429 87/337 31/202 1450/1847 119/123 21. Owensmouth Ave/ Burbank Blvd
1805/1760 1711/114 85/245 0/1 22. Canoga Ave/ Burbank Blvd	28/27 333/506 130/111 135/295 99/192 67/189 23. De Soto Ave/ Burbank Blvd (N)	135/65 1300/1630 84/84 53/101 183/165 30/124 24. Canoga Ave/ 101 Ventura Fwy WB	264/141 1392/222 600/600 116/362 279/82 1609/244 25. De Soto Ave/ 101 Ventura Fwy WB	640/376 133/59 277/621 898/1192 26. Canoga Ave/ 101 Ventura Fwy EB	545/385 1209/1226 87/50 42/68 439/969 184/394 27. De Soto Ave/ 101 Ventura Fwy EB	293/211 739/438 84/78 144/169 459/710 69/55 28. Topanga Canyon Blvd/ Nordhoff St
168/213 1158/1454 187/95 79/164 319/651 37/159 29. Topanga Canyon Blvd/ Roscoe Blvd	767/196 1515/1770 191/651 223/109 30. Topanga Canyon Blvd/ Saticoy St	4048/1071 111 1067/735 486/230 31. Shoup Ave/ Sherman Way	549/643 1230/1708 430/108 628/507 4/0 160/291 32. Topanga Canyon Blvd/ Sherman Way	780/115 389/936 157/21045 892/252 33. Owensmouth Ave/ Sherman Way	410832 990/840 769/530 4/2 439/247 34. Canoga Ave/ Sherman Way	96/48 1792/1644 202/186 88/184 111/132 213/394 35. De Soto Ave/ Sherman Way
872/937 1240/1382 131/195 65/118 1031/861 300/480 36. Fallbrook Ave/ Vanowen St	148/162 1667/1173 130/213 63/115 859/1187 75/120 37. Shoup Ave/ Vanowen St	121/150 1082/665 89/89 54/62 831/551 164/57 38. Owensmouth Ave/ Vanowen St	155/129 1850/1202 161/99 112/151 1164/1017 340/266 39. Variel Ave/ Vanowen St	51/76 697/328 426/26 38/65 1191/1001 320/155 40. Topanga Canyon Blvd/ Kittridge St	18/161 1111/111 75/151 141/158 1511/1266 146/211 41. Woodlake Ave/ Victory Blvd	163/188 1522/1056 120/186 111/226 1349/1093 216/184 42. Fallbrook Ave/ Victory Blvd
124/205 1240/1380 68/79 45/123 436/524 112/119 36. Fallbrook Ave/ Vanowen St	148/115 1204/659 112/57 71/119 680/728 142/96 37. Shoup Ave/ Vanowen St	141 1073/506 109/141 124/166 955/911 267/176 38. Owensmouth Ave/ Vanowen St	112/12 16 11/27 23/16 1368/1106 60/58 39. Variel Ave/ Vanowen St	43/62 1786/1304 232/96 13/79 14/23 32/139 40. Topanga Canyon Blvd/ Kittridge St	107/226 242/242 239/88 96/170 635/963 89/86 41. Woodlake Ave/ Victory Blvd	133/300 1545/1105 164/320 175/435 1005/772 161/167 42. Fallbrook Ave/ Victory Blvd
110/149 543/544 97/115 54/135 1282/1886 38/120 36. Fallbrook Ave/ Vanowen St	145/158 706/816 128/96 81/87 765/1496 71/141 37. Shoup Ave/ Vanowen St	86/141 875/1228 105/104 79/378 180/921 21/132 38. Owensmouth Ave/ Vanowen St	12/14 891/1781 49/60 48/99 3/3 78/122 39. Variel Ave/ Vanowen St	41/138 7/11 6/12 45/85 979/1962 11/24 40. Topanga Canyon Blvd/ Kittridge St	99/201 1274/848 41/36 104/119 125/250 41/92 41. Woodlake Ave/ Victory Blvd	175/435 1005/772 161/167 64/126 971/1205 153/84 42. Fallbrook Ave/ Victory Blvd



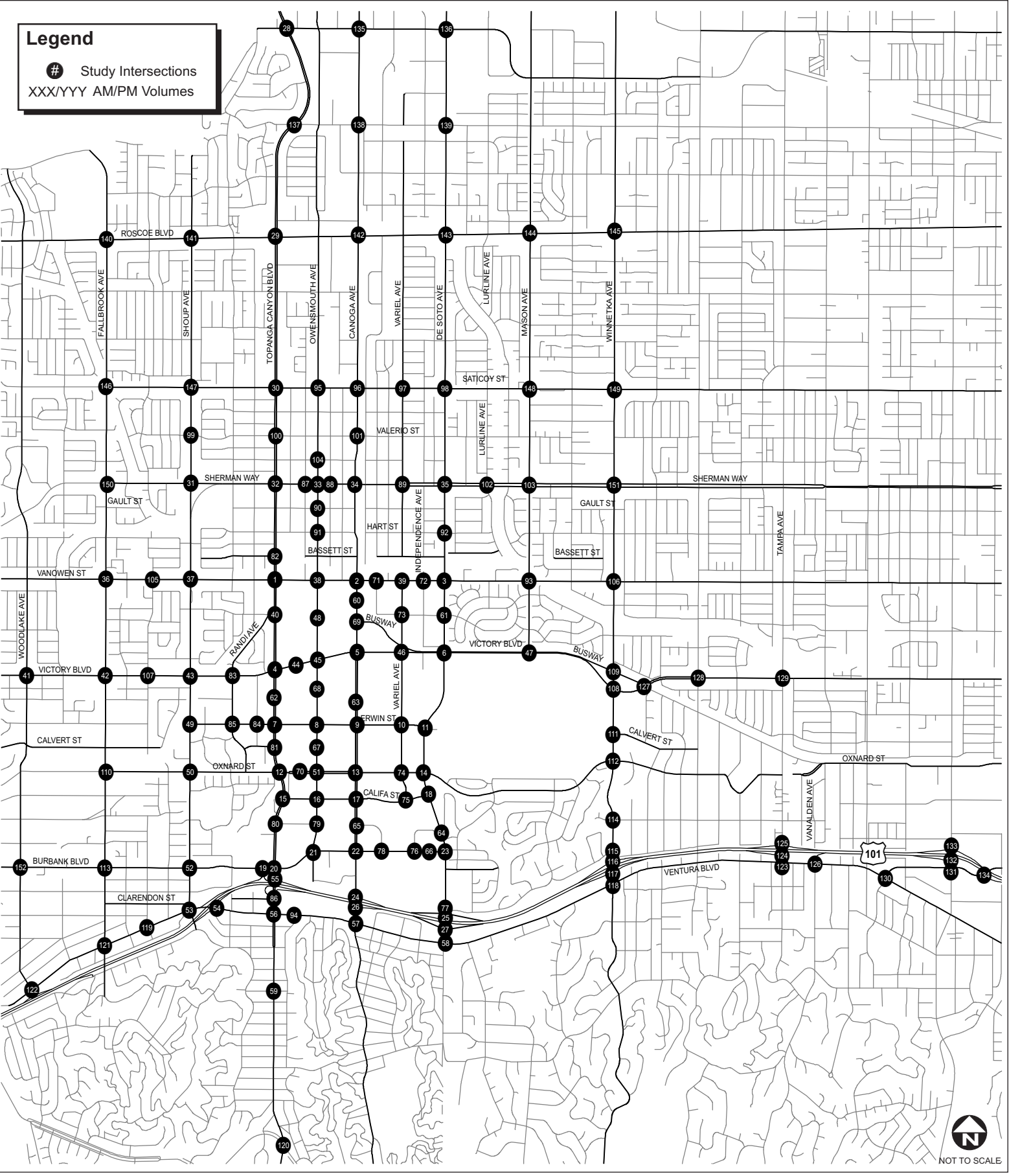
APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES

74/91 136/1721 136/15 83/172 749/1043 108/107 43. Shoup Ave/ Victory Blvd	28/181 9/7 5/163 13/186 1492/1628 18/50 44. Westfield Way (Pvt)/ Victory Blvd	231/229 111/186/657 237/245 89/258 1196/1442 241/116 45. Owensmouth Ave/ Victory Blvd	1813/1771 575/133 173/559 103/321 46. Variel Ave/ Victory Blvd	122/378 364/182 351/182 156/253 1907/1413 101/56 47. Mason Ave/ Victory Blvd	7/73 1598/1023 270/1299 58/356 48. Owensmouth Ave/ Canyon Creek Dr (Pvt)	8/12 1257/844 306/147 107/400 3/12 103/242 49. Shoup Ave/ Erwin St
176/62 967/808 148/158 182/222 1178/792 129/83 50. Shoup Ave/ Oxnard St	123/108 112/385 16/11 68/160 446/608 148/74 51. Owensmouth Ave/ Oxnard St	82/87 63/67/69 103/102/161 56/93 172/258 31/38 52. Shoup Ave/ Burbank Blvd	274/289 188/162 64/8/502 343/819 837/1429 50/147 53. Shoup Ave/ Ventura Blvd	312/711 1836/2391 310/190 48/88 1098/1487 19/0 54. 101 Ventura Fwy EB/ Ventura Blvd	0/74 270/1299 550/585 2012/2403 55. Topanga Canyon Blvd/ 101 Ventura Fwy WB (Off-Ramp to NB)	94/97 886/1079 145/324 218/443 648/711 206/240 56. Topanga Canyon Blvd/ Ventura Blvd
264/389 291/431 186/292 252/246 963/1067 60/94 57. Canoga Ave/ Ventura Blvd	398/386 190/252 692/833 503/597 1349/1128 78/80 58. De Soto Ave/ Serrania Ave/Ventura Blvd	141/14 1390/1385 0/1/1 3/4 5/15 15/16 59. Topanga Canyon Blvd/ Martinez St	1001/111 8/1/71 1/16 1/16 3/16 60. Canoga Ave/ Rocketdyne Dwy (Pvt)	46/79 1860/1061 269/38 53/115 25/31 120/89 61. De Soto Ave/ Kittridge St	1815 194/12 4/15 4/15 5/30 62. Topanga Canyon Blvd/ Village Dwy	1644/1424 272/82 26/132 446/185 1082/2133 63. Canoga Ave/ Trillium Dwy (Pvt)
48/62 2231/1839 138/51 36/53 2/23 13/4 64. De Soto Ave/ Warner Center Ln (Pvt)/ Serrania Ave	1/14 1179/1970 30/77/9 90/222 0/31 65. Canoga Ave/ Warner Ranch Rd (Pvt)	122/67 62/133/1873 6/12 118/109 12/6 207/62 66. De Soto Ave/ Burbank Blvd(S)/Kaiser Dwy	56/18 825/597 5/1/12 31/26 0/8 0/54 67. Owensmouth Ave/ Promenade Dwy (Pvt)	257/211 54/55/800 47/267 461/1315 67/16 68. Owensmouth Ave/ West Valley Way (Pvt)	137/1251 0/2 1/2 15/18 882/1974 69. Canoga Ave/ Busway	13/81 1/4/9 9/88 30/141 872/1350 63/50 70. AMC Dwy/ Oxnard St
4/10 8/0 1544/1240 27/52 16/51 1385/1207 71. Eton Ave/ Vanowen St	44/19 1/2/37 37/22 16/51 78/125 72. Independence Ave/ Vanowen St	27/22 69/12 6/12 113/84 33/32 12/35 73. Variel Ave/ Kittridge St	156/136 180/121 62/6/11 180/121 689/409 52/46 74. Variel Ave/ Oxnard St	26/74 126/125 144/125 122/83 199/53 6/1 75. Variel Ave/ Califa St	79/159 4/17 34/17 629/427 76. Warner Center Lane/ Burbank Blvd	172/2405 172/2405 237/37 131/156 2187/1599 77. De Soto Ave/ Clark St
12/213 15/228 197/28 279/569 78. Warner Ranch Rd (Pvt)/ Burbank Blvd	24/39 425/725 5/10 18/13 1/0 5/4 79. Owensmouth Ave/ Marylee St	1757/1733 44/78 40/73 40/73 4/17 80. Topanga Canyon Blvd/ Marylee St	57/113 1909/1529 144/202 167/86 78/187 81. Topanga Canyon Blvd/ Calvert St	63/103 184/144 242 104/161 29/58 82. Topanga Canyon Blvd/ Bassett St	2/6 680/1230 38/64 65/62 7/34 41/67 83. Randi Ave/ Victory Blvd	18/61 13/1 172/2 38/30 147/643 25/45 84. Glade Ave/ Erwin St



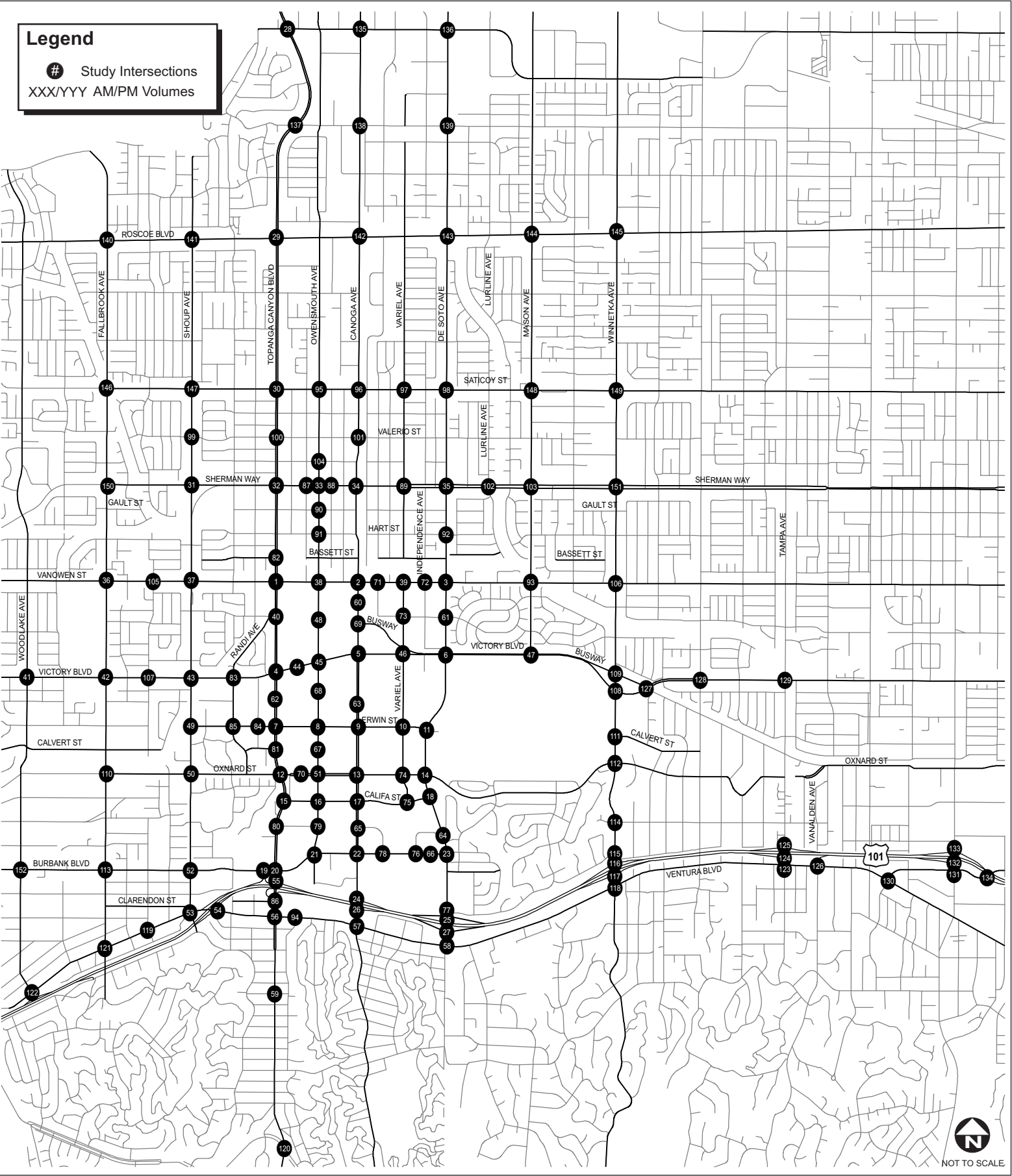
APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES

36/24 56/24 54/22 21/124 183/666 13/61 85. Randi Ave/Nevada Ave/ Erwin St	18/24 451/276 21/26 73/48 14/24 15/18 86. Topanga Canyon Blvd/ Clarendon St	121/192 1177/1264 144/289 107/308 8/24 5/49 87. Jordan Ave/ Sherman Way	66/80 74/27 56/133 32/109 1254/1041 20/66 88. Remmet Ave/ Sherman Way	22/37 42/29 27/8 18/43 1309/1060 163/92 89. Variel Ave/ Sherman Way	47/30 88/61 69/131 62/80 1538/1128 51/64 90. Owensmouth Ave/ Gault St	16/27 906/513 24/61 31/54 12/27 52/34 91. Owensmouth Ave/ Hart St
39/36 1812/1419 21/55 49/39 17/6 89/34 92. De Soto Ave/ Hart St	123/231 943/1506 82/59 143/89 1174/1026 168/65 93. Masson Ave/ Vanowen St	30/87 95/52 69/133 49/136 866/1502 51/75 94. Don Pio Dr/ Ventura Blvd	53/51 393/302 59/120 75/54 1105/934 167/77 95. Owensmouth Ave/ Saticoy St	79/157 91/181 121/139 159/203 1154/842 176/163 96. Canoga Ave/ Saticoy St	80/68 58/53 42/44 18/24 1448/1009 24/40 97. Variel Ave/ Saticoy St	191/170 1316/1184 102/133 68/84 1403/798 170/106 98. De Soto Ave/ Saticoy St
61/31 19/12 78/68 31/66 1284/1396 66/52 99. Shoup Ave/ Valerio St	123/231 943/1506 82/59 143/89 1174/1026 168/65 100. Topanga Canyon Blvd/ Valerio St	29/15 41/121 53/88 105/64 232/71 100/62 101. Canoga Ave/ Valerio St	62/77 1/122 2/1 51/62 1694/1238 54/58 102. Lurline Ave/ Sherman Way	79/175 56/154 121/288 154/212 1707/1225 239/163 103. Mason Ave/ Sherman Way	26/25 53/35 13/1 19/26 37/37 16/20 104. Owensmouth Ave/ Wyandotte St	28/28 5/3 7/01 5/17 679/869 80/38 105. Sale Ave/ Vanowen St
125/101 1271/889 126/136 87/116 1228/896 181/168 106. Winnetka Ave/ Vanowen St	28/39 1/61 39/2 74/32 720/1330 6/16 107. Sale Ave/ Victory Blvd	261/155 990/760 226/169 64/139 1939/1269 333/169 108. Winnetka Ave/ Victory Blvd	200/1062 1/131 39/118 18/16 903/1530 39/118 109. Winnetka Ave/ Busway	37/121 554/1068 202/145 104/213 142/175 122/170 110. Fallbrook Ave/ Oxnard St	247/111 111/1030 131/1 59/21 33/24 56/40 111. Winnetka Ave/ Calvert St	268/18 1424/1046 134/90 93/121 291/262 40/50 112. Winnetka Ave/ Oxnard St
207/18 1424/1046 134/90 93/121 236/262 29/56 113. Fallbrook Ave/ Burbank Blvd	10/9 72/984 6/61 18/17 9/4 49/32 114. Winnetka Ave/ Hatteras St	64/61 3/0 196/191 1189/1524 83/95 1524/83 115. Winnetka Ave/ Clark St	46/388 4/4 10/88 478/611 11/3 287/283 116. Winnetka Ave/ 101 Ventura Fwy WB	418/416 0/1 282/176 165/317 489/67 163/41 117. Winnetka Ave/ 101 Ventura Fwy EB	217/322 376/1525 62/116 192/300 923/1066 143/69 118. Winnetka Ave/ Ventura Blvd	15/38 064/1158 22/8 25/50 1100/2084 36/26 119. Sale Ave/ Ventura Blvd
609/702 885/603 120/2 42/41 120/53 17/19 120. Topanga Canyon Blvd/ Mullholland Dr	580/485 296/228 585/432 355/693 578/1040 175/234 121. Fallbrook Ave/ Ventura Blvd	33/49 326/440 103/32 90/105 557/610 474/648 122. Woodlake Ave/ 101 Ventura Fwy WB/ Ventura Blvd	81/187 828/1522 62/57 34/46 105/117 68/40 123. Tampa Ave/ Ventura Blvd	99/598 47/16 683/54 361/618 182/291 593/846 124. Tampa Ave/ 101 Ventura Fwy EB	418/550 851/1519 76/115 106/88 1298/1370 117/96 126. Vanalden Ave/ 101 Ventura Fwy EB/ Ventura Blvd	



APPENDIX G.1 - ROADWAY GEOMETRICS AND VOLUMES

18/17 1268/1934 510/358 2005/1285 157 382/333 127. Topham St/Busway/ Victory Blvd	271/138 88/124 1170/1761 16/44 124/334 1673/1219 173/104 125/157 568/853 39/66 128. Corbin Ave/ Victory Blvd	226/183 81/82 1439/1565 74/86 1066/804 258/237 76/168 138/144 684/1057 76/168 129. Tampa Ave/ Victory Blvd	278/273 160/193 1502/1228 101/67 10/46 814/1211 51/71 69/39 165/62 137/84 130. Burbank Blvd/ Ventura Blvd	162/164 87/105 362/476 90/100 985/986 686/686 444/1064 28/109 335/444 444/1064 131. Reseda Blvd/ Burbank Blvd	177/491 287/433 1516/1511 771/1459 132. Reseda Blvd/ 101 Ventura Fwy EB	524/324 513/1280 426/552 393/545 11/1 383/606 133. Reseda Blvd/ 101 Ventura Fwy Wb
1044/805 653/959 880/939 1044/805 134. 101 Ventura Fwy EB/ Burbank Blvd	16/13 688/578 88/69 306/351 563/631 76/49 197/220 580/611 263/254 135. Canoga Ave/ Nordhoff St	282/272 674/1151 44/122 504/315 1754/1462 135/112 73/205 889/836 115/122 136. De Soto Ave/ Nordhoff St	0/9 357/506 1579/1851 28/24 1795/1707 81/311 90/316 25/22 730/345 137. Topanga Canyon Blvd/ Parthenia St	55/38 461/676 135/51 24/51 852/845 82/69 232/97 806/559 318/238 138. Canoga Ave/ Parthenia St	114/189 651/866 80/67 148/130 1532/1440 86/161 164/186 1036/690 112/149 139. De Soto Ave/ Parthenia St	33/35 675/734 189/139 48/49 1912/57 47/170 231/60 762/731 474/568 140. Fallbrook Ave/ Roscoe Blvd
20/28 303/134 14/15 27/21 1047/1203 97/75 11/18 1319/1142 358/329 435/417 168/171 93/171 141. Shoup Ave/ Roscoe Blvd	153/98 926/1137 42/178 110/90 133/1029 88/143 135/118 1022/841 138/185 142. Canoga Ave/ Roscoe Blvd	357/364 555/1240 40/18 162/157 1320/1356 72/181 41/115 963/960 114/72 143. De Soto Ave/ Roscoe Blvd	142/164 926/1302 69/120 168/181 1501/1043 16/56 144/120 1023/1025 93/96 144. Mason Ave/ Roscoe Blvd	143/126 858/1227 88/113 131/119 1062/1029 84/181 133/159 952/1013 136/159 145. Winnetka Ave/ Roscoe Blvd	69/57 481/375 220/115 42/50 884/827 129/113 54/53 394/453 154/201 146. Fallbrook Ave/ Saticoy St	56/32 492/515 122/75 15/39 764/494 96/49 72/52 570/510 224/168 147. Shoup Ave/ Saticoy St
149/183 1244/805 141/169 134/171 960/1334 95/105 116/144 1083/966 149/125 35/153 673/1016 107/116 148. Mason Ave/ Saticoy St	104/141 915/1299 121/112 132/172 1080/963 138/148 139/131 1080/947 109/102 149. Winnetka Ave/ Saticoy St	137/176 767/771 191/320 147/160 1142/971 18/81 71/108 717/605 127/192 150. Fallbrook Av/ Sherman Way	119/184 1137/1660 154/147 127/159 1319/900 182/324 184/263 1534/1150 233/110 151. Winnetka Ave/ Sherman Way	54/18 486/236 51/38 104/152 195/104 66/20 51/32 389/289 62/66 152. Woodlake Ave/ Burbank Blvd		



Existing AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

Scenario Report

Scenario:	Exist AM
Command:	Exist AM
Volume:	Exist AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Existing AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #1 Vanowen/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.743
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              67  768  126          111 1438          77    88  800          78    87  641  122
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           67  768  126          111 1438          77    88  800          78    87  641  122
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           67  768  126          111 1438          77    88  800          78    87  641  122
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          67  768  126          111 1438          77    88  800          78    87  641  122
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          67  768  126          111 1438          77    88  800          78    87  641  122
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.85  0.15          1.00 2.00  1.00          1.00 1.68  0.32
Final Sat.:           1425 2850  1425          1425 4058          217 1425 2850  1425          1425 2394  456
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.27  0.09          0.08 0.35  0.35          0.06 0.28  0.05          0.06 0.27  0.27
Crit Volume:          67          505          400          87
Crit Moves:          ****          ****          ****          ****
*****

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Existing AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #2 Vanowen/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.818
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79          Level Of Service:          D
*****
Street Name:          Canoga Ave          Vanowen St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             60  749    70    106  864    81    104  873    110    244  603    161
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          60  749    70    106  864    81    104  873    110    244  603    161
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          60  749    70    106  864    81    104  873    110    244  603    161
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          60  749    70    106  864    81    104  873    110    244  603    161
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          60  749    70    106  864    81    104  873    110    244  603    161
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.78  0.22  1.00 1.58  0.42
Final Sat.:           1500 3000  1500  1500 3000  1500  1500 2664  336  1500 2368  632
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.25  0.05  0.07 0.29  0.05  0.07 0.33  0.33  0.16 0.25  0.25
Crit Volume:          60          432          492          244
Crit Moves:          ****          ****          ****          ****
*****

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Existing AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #3 Vanowen/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.810
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        98          Level Of Service:          D
*****
Street Name:          De Soto Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             46  827    98          115 1191    169          71  922    67          194 1043    107
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          46  827    98          115 1191    169          71  922    67          194 1043    107
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           46  827    98          115 1191    169          71  922    67          194 1043    107
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          46  827    98          115 1191    169          71  922    67          194 1043    107
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          46  827    98          115 1191    169          71  922    67          194 1043    107
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.68    0.32          1.00 2.63    0.37          1.00 2.00    1.00          1.00 1.81    0.19
Final Sat.:           1425 3822    453          1425 3744    531          1425 2850    1425          1425 2585    265
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.22    0.22          0.08 0.32    0.32          0.05 0.32    0.05          0.14 0.40    0.40
Crit Volume:          46          453          461          194
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #4 Victory/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.763
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             125  783  189          161 1300          100          63  918  114  207  616  112
Growth Adj:           1.00 1.00  1.00          1.00 1.00          1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          125  783  189          161 1300          100          63  918  114  207  616  112
User Adj:             1.00 1.00  1.00          1.00 1.00          1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00          1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           125  783  189          161 1300          100          63  918  114  207  616  112
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          125  783  189          161 1300          100          63  918  114  207  616  112
PCE Adj:              1.00 1.00  1.00          1.00 1.00          1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00          1.00          1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:          125  783  189          161 1300          100          69  918  114  228  616  112
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375          1375          1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00          1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.42  0.58          1.00 2.79  0.21          2.00 2.67  0.33  2.00 2.00  1.00
Final Sat.:           1375 3323  802          1375 3830          295          2750 3669  456  2750 2750  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.24  0.24          0.12 0.34  0.34          0.03 0.25  0.25  0.08 0.22  0.08
Crit Volume:          125          467          344  114
Crit Moves:          ****          ****          ****  ****
*****

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*****
Intersection #5 Victory/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.671
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          B
*****
Street Name:          Canoga Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             77  779    92    128 1070    75    77  836    134    215  944    61
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          77  779    92    128 1070    75    77  836    134    215  944    61
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           77  779    92    128 1070    75    77  836    134    215  944    61
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          77  779    92    128 1070    75    77  836    134    215  944    61
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          77  779    92    128 1070    75    77  836    134    215  944    61
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.68    0.32    1.00 2.80    0.20    1.00 2.59    0.41    1.00 3.00    1.00
Final Sat.:           1425 3823    452    1425 3995    280    1425 3684    591    1425 4275    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.20    0.20    0.09 0.27    0.27    0.05 0.23    0.23    0.15 0.22    0.04
Crit Volume:          290    128          323    215
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #6 Victory/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.819
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        126          Level Of Service:          D
*****
Street Name:          De Soto Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl              Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              59  728  137          78 1261  170          70  944  46  472 1271  94
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           59  728  137          78 1261  170          70  944  46  472 1271  94
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           59  728  137          78 1261  170          70  944  46  472 1271  94
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          59  728  137          78 1261  170          70  944  46  472 1271  94
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00 1.10 1.00  1.00
FinalVolume:          59  728  137          78 1261  170          77  944  46  519 1271  94
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Lanes:               1.00 2.52  0.48          1.00 2.64  0.36          2.00 2.86  0.14 2.00 3.00  1.00
Final Sat.:          1375 3472  653          1375 3635  490          2750 3933  192 2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.21  0.21          0.06 0.35  0.35          0.03 0.24  0.24 0.19 0.31  0.07
Crit Volume:          59          477          330          260
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #7 Erwin/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.564
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Topanga Cyn Blvd          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             58  976  191          147 1451          40    73  319  106          79 108  31
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          58  976  191          147 1451          40    73  319  106          79 108  31
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           58  976  191          147 1451          40    73  319  106          79 108  31
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          58  976  191          147 1451          40    73  319  106          79 108  31
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          58  976  191          147 1451          40    73  319  106          79 108  31
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.51  0.49          1.00 2.92  0.08          1.00 1.50  0.50          1.00 1.55  0.45
Final Sat.:           1500 3763  737          1500 4379  121          1500 2252  748          1500 2331  669
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.26  0.26          0.10 0.33  0.33          0.05 0.14  0.14          0.05 0.05  0.05
Crit Volume:          58          497          213          79
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #8 Erwin/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.453
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             42  298    91    110  637    83    123  364    90    50  193    106
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          42  298    91    110  637    83    123  364    90    50  193    106
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           42  298    91    110  637    83    123  364    90    50  193    106
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          42  298    91    110  637    83    123  364    90    50  193    106
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          42  298    91    110  637    83    123  364    90    50  193    106
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.53    0.47    1.00 1.77    0.23    1.00 1.60    0.40    1.00 1.29    0.71
Final Sat.:           1500 2298    702    1500 2654    346    1500 2405    595    1500 1936    1064
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.13    0.13    0.07 0.24    0.24    0.08 0.15    0.15    0.03 0.10    0.10
Crit Volume:          42          360          227    50
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #9 Erwin/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.536
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Street Name:          Canoga Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Prot+Permit          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    1    0          1    0    2    1    0          1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             119    984    64          52 1200    138          93 199    122          36 129    84
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          119    984    64          52 1200    138          93 199    122          36 129    84
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           119    984    64          52 1200    138          93 199    122          36 129    84
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          119    984    64          52 1200    138          93 199    122          36 129    84
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          119    984    64          52 1200    138          93 199    122          36 129    84
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.82    0.18          1.00 2.69    0.31          1.00 1.24    0.76          1.00 1.21    0.79
Final Sat.:           1425 4014    261          1425 3834    441          1425 1767    1083          1425 1726    1124
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.25    0.25          0.04 0.31    0.31          0.07 0.11    0.11          0.03 0.07    0.07
Crit Volume:          119          446    93          107
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #10 Erwin/Variel
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.290
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Variel Ave          Erwin St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                25  129   58          53  263   106          65  186   40          24  257   65
Growth Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:              25  129   58          53  263   106          65  186   40          24  257   65
User Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:               25  129   58          53  263   106          65  186   40          24  257   65
Reduct Vol:               0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              25  129   58          53  263   106          65  186   40          24  257   65
PCE Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:              25  129   58          53  263   106          65  186   40          24  257   65
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                 1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                    1.00 1.38  0.62          1.00 1.43  0.57          1.00 1.65  0.35          1.00 1.60  0.40
Final Sat.:               1500 2070  930          1500 2138  862          1500 2469  531          1500 2394  606
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.02 0.06  0.06          0.04 0.12  0.12          0.04 0.08  0.08          0.02 0.11  0.11
Crit Volume:              25          185          65          161
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #11 Erwin/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.697
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          De Soto Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1! 0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             151 1299          5    24 2077          156    22    2    137          18    10    21
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          151 1299          5    24 2077          156    22    2    137          18    10    21
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           151 1299          5    24 2077          156    22    2    137          18    10    21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          151 1299          5    24 2077          156    22    2    137          18    10    21
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.10          1.00 1.00 1.00
FinalVolume:          151 1299          5    24 2077          156    24    2    151          18    10    21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.99          0.01 1.00 2.79          0.21 1.00 0.03          1.97 1.00 1.00
Final Sat.:           1425 4259          16    1425 3976          299 1425    37    2813          1425 1425 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.31          0.31 0.02 0.52          0.52 0.02 0.05          0.05 0.01 0.01
Crit Volume:          151          744          76          21
Crit Moves:          ****          ****          ****          ****
*****

```


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```

*****
Intersection #12 Oxnard/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.667
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:          Topanga Cyn Blvd          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             103 1137  169          110 1427  46          48  512  211          100 223  54
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          103 1137  169          110 1427  46          48  512  211          100 223  54
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           103 1137  169          110 1427  46          48  512  211          100 223  54
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          103 1137  169          110 1427  46          48  512  211          100 223  54
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          103 1137  169          110 1427  46          48  512  211          100 223  54
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.61  0.39          1.00 2.91  0.09          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1425 3722  553          1425 4141  134          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.31  0.31          0.08 0.34  0.34          0.03 0.18  0.15          0.07 0.08  0.04
Crit Volume:          103          491          256          100
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #13 Oxnard/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.541
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Canoga Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             109 1086    66          101 1091    118          81  382    118          108 368    70
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          109 1086    66          101 1091    118          81  382    118          108 368    70
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           109 1086    66          101 1091    118          81  382    118          108 368    70
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          109 1086    66          101 1091    118          81  382    118          108 368    70
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          109 1086    66          101 1091    118          81  382    118          108 368    70
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.83    0.17          1.00 2.71    0.29          1.00 2.00    1.00          1.00 1.68    0.32
Final Sat.:           1500 4242    258          1500 4061    439          1500 3000    1500          1500 2521    479
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.26    0.26          0.07 0.27    0.27          0.05 0.13    0.08          0.07 0.15    0.15
Crit Volume:          109          403          81          219
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #14 Oxnard/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.820
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80          Level Of Service:          D
*****
Street Name:          De Soto Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             117 1311    28          43 2042    219          53 137    75    222 410    52
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          117 1311    28          43 2042    219          53 137    75    222 410    52
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           117 1311    28          43 2042    219          53 137    75    222 410    52
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          117 1311    28          43 2042    219          53 137    75    222 410    52
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          117 1311    28          43 2042    219          53 137    75    222 410    52
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.94    0.06          1.00 2.71    0.29          1.00 1.00    1.00    1.00 1.77    0.23
Final Sat.:           1500 4406    94          1500 4064    436          1500 1500    1500    1500 2662    338
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.30    0.30          0.03 0.50    0.50          0.04 0.09    0.05    0.15 0.15    0.15
Crit Volume:          117          754          137          222
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #15 Califa/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.454
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          Topanga Cyn Blvd          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    1    0          1    0    3    0    0          0    0    0    0    0          0    0    0    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1462    188          73 1796          0          0    0    0          0    0    24
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          0 1462    188          73 1796          0          0    0    0          0    0    24
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           0 1462    188          73 1796          0          0    0    0          0    0    24
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1462    188          73 1796          0          0    0    0          0    0    24
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          0 1462    188          73 1796          0          0    0    0          0    0    24
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                0.00 2.66    0.34          1.00 3.00    0.00          0.00 0.00    0.00          0.00 0.00    1.00
Final Sat.:           0 3788    487          1425 4275          0          0    0    0          0    0    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.39    0.39          0.05 0.42    0.00          0.00 0.00    0.00          0.00 0.00    0.02
Crit Volume:          550          73          0          24
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #16 Califa/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.288
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             21  371    96          90  322    22          34  158    28          22  47    74
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          21  371    96          90  322    22          34  158    28          22  47    74
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           21  371    96          90  322    22          34  158    28          22  47    74
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          21  371    96          90  322    22          34  158    28          22  47    74
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          21  371    96          90  322    22          34  158    28          22  47    74
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.59  0.41          1.00 1.87  0.13          1.00 1.70  0.30          1.00 1.00  1.00
Final Sat.:           1500 2383  617          1500 2808  192          1500 2548  452          1500 1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.16  0.16          0.06 0.11  0.11          0.02 0.06  0.06          0.01 0.03  0.05
Crit Volume:          234          90          34          74
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #17 Califa/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.489
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Canoga Ave          Califa St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0        1  0  2  1  0        1  0  1  0  1        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             214 1314    110        63 1152    96        40  93    86        21 101    25
Growth Adj:           1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00
Initial Bse:          214 1314    110        63 1152    96        40  93    86        21 101    25
User Adj:             1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00
PHF Volume:           214 1314    110        63 1152    96        40  93    86        21 101    25
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          214 1314    110        63 1152    96        40  93    86        21 101    25
PCE Adj:              1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00
FinalVolume:          214 1314    110        63 1152    96        40  93    86        21 101    25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500        1500 1500    1500        1500 1500    1500        1500 1500    1500
Adjustment:           1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00
Lanes:                1.00 2.77    0.23        1.00 2.77    0.23        1.00 1.00    1.00        1.00 1.60    0.40
Final Sat.:           1500 4152    348        1500 4154    346        1500 1500    1500        1500 2405    595
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.32    0.32        0.04 0.28    0.28        0.03 0.06    0.06        0.01 0.04    0.04
Crit Volume:          214          416          40          63
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #18 Califa/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.744
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73          Level Of Service:          C
*****
Street Name:          De Soto Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    2    1    0          0    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             251 1452          0          0 2149 143          0    0    45          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          251 1452          0          0 2149 143          0    0    45          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           251 1452          0          0 2149 143          0    0    45          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          251 1452          0          0 2149 143          0    0    45          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          251 1452          0          0 2149 143          0    0    45          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 0.00 0.00 2.81 0.19 0.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 4275          0          0 4008 267          0    0 1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.34 0.00 0.00 0.54 0.54 0.00 0.00 0.03 0.00 0.00 0.00
Crit Volume:          251          764          45          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #19 Burbank/US-101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.610
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:          US-101 WB On-Ramp          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    1    1    0          2    0    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          0    0    0          0    623    131    894    274    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          0    0    0          0    623    131    894    274    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          0    623    131    894    274    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          0    623    131    894    274    0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
FinalVolume:           0    0    0          0    0    0          0    623    131    983    274    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.00 1.00 0.00          1.00 1.65 0.35          2.00 1.00 0.00
Final Sat.:            0    0    0          0 1425    0          1425 2355 495          2850 1425    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.00 0.26 0.26          0.35 0.19 0.00
Crit Volume:           0          0          377    492
Crit Moves:
*****

```

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```

*****
Intersection #20 Burbank/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.825
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        106          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  3  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             229 1350    570          78 1169    504          64 364    240          140 381    30
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          229 1350    570          78 1169    504          64 364    240          140 381    30
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           229 1350    570          78 1169    504          64 364    240          140 381    30
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          229 1350    570          78 1169    504          64 364    240          140 381    30
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          229 1350    570          78 1169    504          64 364    240          140 381    30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 3.00    1.00          1.00 3.00    1.00          1.00 1.21    0.79          1.00 1.85    0.15
Final Sat.:           1425 4275    1425          1425 4275    1425          1425 1718    1132          1425 2642    208
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.32    0.40          0.05 0.27    0.35          0.04 0.21    0.21          0.10 0.14    0.14
Crit Volume:          229          504          302    140
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #21 Burbank/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.507
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    0          1    0    1    0    1          1    0    2    0    1          1    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             80    52    34          156    104    204          217    676    77          61    386    134
Growth Adj:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:          80    52    34          156    104    204          217    676    77          61    386    134
User Adj:             1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:           80    52    34          156    104    204          217    676    77          61    386    134
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          80    52    34          156    104    204          217    676    77          61    386    134
PCE Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
FinalVolume:          80    52    34          156    104    204          217    676    77          61    386    134
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500          1500    1500    1500          1500    1500    1500          1500    1500    1500
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                1.00    0.60    0.40          1.00    1.00    1.00          1.00    2.00    1.00          1.00    1.48    0.52
Final Sat.:           1500    907    593          1500    1500    1500          1500    3000    1500          1500    2227    773
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05    0.06    0.06          0.10    0.07    0.14          0.14    0.23    0.05          0.04    0.17    0.17
Crit Volume:          80          204    217          260
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #22 Burbank/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.775
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        83          Level Of Service:          C
*****
Street Name:          Canoga Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permit+Prot          Prot+Permit          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:            197 1618    101    169 929    152    218 519    100    30 288    75
Growth Adj:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:         197 1618    101    169 929    152    218 519    100    30 288    75
User Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:          197 1618    101    169 929    152    218 519    100    30 288    75
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         197 1618    101    169 929    152    218 519    100    30 288    75
PCE Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:         197 1618    101    169 929    152    218 519    100    30 288    75
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:              1.00 2.82    0.18    1.00 2.58    0.42    1.00 2.52    0.48    1.00 2.00    1.00
Final Sat.:         1425 4024    251    1425 3674    601    1425 3584    691    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.14 0.40    0.40    0.12 0.25    0.25    0.15 0.14    0.14    0.02 0.10    0.05
Crit Volume:          573    169          218          144
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #23 Burbank(N)/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.651
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          B
*****
Street Name:          De Soto Ave          Burbank Blvd (N)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  0          0  0  2  1  0          2  0  0  0  2          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             205 1488          0          0 1433  634  149  0  112          0  0  0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
Initial Bse:          205 1488          0          0 1433  634  149  0  112          0  0  0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:           205 1488          0          0 1433  634  149  0  112          0  0  0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0  0  0
Reduced Vol:          205 1488          0          0 1433  634  149  0  112          0  0  0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.10 1.00  1.10 1.00 1.00
FinalVolume:          205 1488          0          0 1433  634  164  0  123          0  0  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                1.00 3.00  0.00  0.00 2.08  0.92 2.00 0.00  2.00 0.00 0.00
Final Sat.:           1500 4500          0          0 3120  1380 3000  0  3000          0  0  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.33  0.00  0.00 0.46  0.46 0.05 0.00  0.04 0.00 0.00
Crit Volume:          205          689          82          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #24 US-101 WB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.673
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          Canoga Ave          US-101 WB Off-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    2    0    0          0    0    4    0    0          0    0    0    0    0          1    0    0    0    2
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    940          0    1018          0    0    0    0    183    0    981
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0    940          0    1018          0    0    0    0    183    0    981
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0    940          0    1018          0    0    0    0    183    0    981
Reduct Vol:            0    0          0    0          0    0    0    0    0    0    0
Reduced Vol:           0    940          0    1018          0    0    0    0    183    0    981
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume:           0    940          0    1018          0    0    0    0    183    0    1079
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 2.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.:            0    3000          0    6000          0    0    0    0    1500    0    3000
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.31 0.00 0.00 0.17 0.00 0.00 0.00 0.00 0.12 0.00 0.36
Crit Volume:           470          0          0          540
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #25 US-101 WB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.698
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        165          Level Of Service:          B
*****
Street Name:          De Soto Ave          US-101 WB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    0          0    0    4    0    1          0    0    0    0    0          1    0    1!    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             171 1332          0          0 1076  531          0    0    0          145    4    595
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          171 1332          0          0 1076  531          0    0    0          145    4    595
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           171 1332          0          0 1076  531          0    0    0          145    4    595
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          171 1332          0          0 1076  531          0    0    0          145    4    595
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:          171 1332          0          0 1076  531          0    0    0          160    4    655
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  1.00 0.01  1.99
Final Sat.:           1425 2850          0          0 5700  1425          0    0    0          1425    17  2833
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.47  0.00  0.00 0.19  0.37  0.00 0.00  0.00  0.11 0.23  0.23
Crit Volume:          666          269          0          329
Crit Moves:           ****          ****
*****

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*****
Intersection #26 US-101 EB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.484
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 EB On-Ramp
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    0    1          2    0    2    0    0          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    940    223          400    801          0          0    0    0          0    0    0
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          0    940    223          400    801          0          0    0    0          0    0    0
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           0    940    223          400    801          0          0    0    0          0    0    0
Reduct Vol:           0    0    0          0    0    0          0          0    0    0          0    0    0
Reduced Vol:          0    940    223          400    801          0          0    0    0          0    0    0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          0    940    223          440    801          0          0    0    0          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 2.00 1.00          2.00 2.00 0.00          0.00 0.00 0.00          0.00 0.00 0.00
Final Sat.:           0    2850 1425          2850 2850          0          0    0    0          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.33 0.16          0.15 0.28 0.00          0.00 0.00 0.00          0.00 0.00 0.00
Crit Volume:          470          220          0          0
Crit Moves:           ****          ****
*****

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*****
Intersection #27 US-101 EB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.812
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        99          Level Of Service:          D
*****
Street Name:          De Soto Ave          US-101 EB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    1          2    0    2    0    0          1    1    0    0    1          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    753    119          912    361          0    671    4    405          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    753    119          912    361          0    671    4    405          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    753    119          912    361          0    671    4    405          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    753    119          912    361          0    671    4    405          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0    753    119          1003    361          0    738    4    405          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 1.00 2.00 2.00 0.00 1.99 0.01 1.00 0.00 0.00 0.00
Final Sat.:           0 4275 1425          2850 2850          0 2835 15 1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.18 0.08 0.35 0.13 0.00 0.26 0.26 0.28 0.00 0.00 0.00
Crit Volume:          251          502          405          0
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #28 Topanga Canyon Blvd/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.859
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        132          Level Of Service:          D
*****
Street Name:          Topanga Canyon Blvd          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              13 1266    265    196 1737    93    91 129    8    206 108    85
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           13 1266    265    196 1737    93    91 129    8    206 108    85
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           13 1266    265    196 1737    93    91 129    8    206 108    85
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13 1266    265    196 1737    93    91 129    8    206 108    85
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          13 1266    265    196 1737    93    91 129    8    206 108    85
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 0.94    0.06    1.00 1.00    1.00
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 1342    83    1425 1425    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.44    0.19    0.14 0.61    0.07    0.06 0.10    0.10    0.14 0.08    0.06
Crit Volume:          13          869          137          206
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #29 Topanga Canyon Blvd/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.288
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              143  889  143          94 1232  847  588  911  73  273  914  47
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
Initial Bse:           143  889  143          94 1232  847  588  911  73  273  914  47
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
PHF Volume:           143  889  143          94 1232  847  588  911  73  273  914  47
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          143  889  143          94 1232  847  588  911  73  273  914  47
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.10 1.00  1.00 1.10 1.00 1.00
FinalVolume:          143  889  143          94 1232  847  647  911  73  300  914  47
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375 1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
Lanes:                 1.00 2.00  1.00  1.00 2.00  1.00 2.00 2.00  1.00 2.00 2.00 1.00
Final Sat.:           1375 2750  1375  1375 2750  1375 2750 2750  1375 2750 2750 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.32  0.10  0.07 0.45  0.62 0.24 0.33  0.05 0.11 0.33  0.03
Crit Volume:           143          847  323          457
Crit Moves:           ****          ****  ****          ****
*****

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*****
Intersection #30 Topanga Canyon Blvd/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.990
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Topanga Canyon Blvd          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              104  925  124          122 1585  140          62  834  73          61  636  100
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           104  925  124          122 1585  140          62  834  73          61  636  100
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           104  925  124          122 1585  140          62  834  73          61  636  100
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          104  925  124          122 1585  140          62  834  73          61  636  100
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          104  925  124          122 1585  140          62  834  73          61  636  100
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.84  0.16          1.00 1.73  0.27
Final Sat.:           1425 2850  1425          1425 2850  1425          1425 2621  229          1425 2463  387
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.32  0.09          0.09 0.56  0.10          0.04 0.32  0.32          0.04 0.26  0.26
Crit Volume:           104          792          454          61
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #31 Shoup Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.838
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        89          Level Of Service:          D
*****
Street Name:          Shoup Ave          Sherman Way
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             164  725   83      87 1021   118   140  871   242   147  812   53
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          164  725   83      87 1021   118   140  871   242   147  812   53
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           164  725   83      87 1021   118   140  871   242   147  812   53
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          164  725   83      87 1021   118   140  871   242   147  812   53
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          164  725   83      87 1021   118   140  871   242   147  812   53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 1.79  0.21    1.00 2.00  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           1500 2692  308    1500 3000  1500    1500 3000  1500    1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.27  0.27    0.06 0.34  0.08    0.09 0.29  0.16    0.10 0.27  0.04
Crit Volume:          164          511          436          147
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #32 Topanga Canyon Blvd/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.269
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              132  886  171          97 1760  150          196  799  135          330 1141  110
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           132  886  171          97 1760  150          196  799  135          330 1141  110
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           132  886  171          97 1760  150          196  799  135          330 1141  110
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          132  886  171          97 1760  150          196  799  135          330 1141  110
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          132  886  171          97 1760  150          216  799  135          363 1141  110
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          2.00 2.00  1.00          2.00 1.82  0.18
Final Sat.:           1375 2750  1375          1375 2750  1375          2750 2750  1375          2750 2508  242
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.32  0.12          0.07 0.64  0.11          0.08 0.29  0.10          0.13 0.45  0.45
Crit Volume:          132          880          108          626
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #33 Owensmouth Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.701
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              47  154    61          50  641    47          28  845    69          238 1134    35
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           47  154    61          50  641    47          28  845    69          238 1134    35
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           47  154    61          50  641    47          28  845    69          238 1134    35
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          47  154    61          50  641    47          28  845    69          238 1134    35
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          47  154    61          50  641    47          28  845    69          238 1134    35
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.00  1.00          1.00 1.86  0.14          1.00 2.00  1.00          1.00 1.94  0.06
Final Sat.:          1500 1500  1500          1500 2795  205          1500 3000  1500          1500 2910  90
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.10  0.04          0.03 0.23  0.23          0.02 0.28  0.05          0.16 0.39  0.39
Crit Volume:          47          344          422          238
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #34 Canoga Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.821
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          D
*****
Street Name:          Canoga Ave          Sherman Way
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  2  0  1      1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             65   690   88       75 1055   109       87  915   63   102 1360   134
Growth Adj:           1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          65   690   88       75 1055   109       87  915   63   102 1360   134
User Adj:             1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           65   690   88       75 1055   109       87  915   63   102 1360   134
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          65   690   88       75 1055   109       87  915   63   102 1360   134
PCE Adj:              1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          65   690   88       75 1055   109       87  915   63   102 1360   134
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500     1500 1500  1500     1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.77  0.23     1.00 1.81  0.19     1.00 2.00  1.00  1.00 2.73  0.27
Final Sat.:           1500 2661  339     1500 2719  281     1500 3000  1500  1500 4096  404
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.26  0.26     0.05 0.39  0.39     0.06 0.31  0.04  0.07 0.33  0.33
Crit Volume:          65          582          87          498
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #35 De Soto Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.818
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        102          Level Of Service:          D
*****
Street Name:          De Soto Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              78  846    85    101 1486    148    88 1062    82    162 1085    104
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           78  846    85    101 1486    148    88 1062    82    162 1085    104
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           78  846    85    101 1486    148    88 1062    82    162 1085    104
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78  846    85    101 1486    148    88 1062    82    162 1085    104
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          78  846    85    101 1486    148    88 1062    82    162 1085    104
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.73    0.27    1.00 2.73    0.27    1.00 2.78    0.22    1.00 3.00    1.00
Final Sat.:          1425 3885    390    1425 3888    387    1425 3969    306    1425 4275    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.22    0.22    0.07 0.38    0.38    0.06 0.27    0.27    0.11 0.25    0.07
Crit Volume:          78          545          381          162
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #36 Fallbrook Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.770
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             50  938    71          90 1195    164          146  720    129          148  578    60
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          50  938    71          90 1195    164          146  720    129          148  578    60
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           50  938    71          90 1195    164          146  720    129          148  578    60
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          50  938    71          90 1195    164          146  720    129          148  578    60
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          50  938    71          90 1195    164          146  720    129          148  578    60
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.00    1.00
Final Sat.:           1500 3000    1500          1500 3000    1500          1500 3000    1500          1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.31    0.05          0.06 0.40    0.11          0.10 0.24    0.09          0.10 0.19    0.04
Crit Volume:          50          598          360          148
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #37 Shoup Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.768
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Shoup Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  1  1  0      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             68  759    77    106 1110    141    137  691    112    127  626    69
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          68  759    77    106 1110    141    137  691    112    127  626    69
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           68  759    77    106 1110    141    137  691    112    127  626    69
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          68  759    77    106 1110    141    137  691    112    127  626    69
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          68  759    77    106 1110    141    137  691    112    127  626    69
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.72    0.28    1.00 2.00    1.00
Final Sat.:          1500 3000    1500    1500 3000    1500    1500 2582    418    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.25    0.05    0.07 0.37    0.09    0.09 0.27    0.27    0.08 0.21    0.05
Crit Volume:          68          555          402    127
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #38 Owensmouth Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.775
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        64          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             18  154    69          92  854    156          62  835    95    222  883    82
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          18  154    69          92  854    156          62  835    95    222  883    82
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           18  154    69          92  854    156          62  835    95    222  883    82
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          18  154    69          92  854    156          62  835    95    222  883    82
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          18  154    69          92  854    156          62  835    95    222  883    82
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 1.69  0.31          1.00 2.00  1.00          1.00 1.83  0.17
Final Sat.:           1500 3000  1500          1500 2537  463          1500 3000  1500          1500 2745  255
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.05  0.05          0.06 0.34  0.34          0.04 0.28  0.06          0.15 0.32  0.32
Crit Volume:          18          505          418          222
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #39 Variel Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.487
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Variel Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41    2    32          17    1    25          11  838    37          55 1233    21
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          41    2    32          17    1    25          11  838    37          55 1233    21
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           41    2    32          17    1    25          11  838    37          55 1233    21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41    2    32          17    1    25          11  838    37          55 1233    21
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          41    2    32          17    1    25          11  838    37          55 1233    21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               0.55 0.02  0.43          0.40 0.02  0.58          1.00 1.92  0.08          1.00 1.97  0.03
Final Sat.:           820   40   640          593   35   872          1500 2873   127          1500 2950   50
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.05  0.05          0.03 0.03  0.03          0.01 0.29  0.29          0.04 0.42  0.42
Crit Volume:          75          17          11          627
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #40 Topanga Canyon Blvd/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.433
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              4   908   42          21 1591   12          36   7    6          30   6   12
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           4   908   42          21 1591   12          36   7    6          30   6   12
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            4   908   42          21 1591   12          36   7    6          30   6   12
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           4   908   42          21 1591   12          36   7    6          30   6   12
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           4   908   42          21 1591   12          36   7    6          30   6   12
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.87  0.13          1.00 2.98  0.02          0.74 0.14  0.12          1.00 1.00  1.00
Final Sat.:            1425 4086  189          1425 4243   32          1047 204   174          1425 1425  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.22  0.22          0.01 0.37  0.37          0.03 0.03  0.03          0.02 0.00  0.01
Crit Volume:           4          534          49          30
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #41 Woodlake Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.674
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          Woodlake Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          1  0  1  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              37    83    95    115  178    48    43 1162    37    81  579    36
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           37    83    95    115  178    48    43 1162    37    81  579    36
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            37    83    95    115  178    48    43 1162    37    81  579    36
Reduct Vol:            0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:           37    83    95    115  178    48    43 1162    37    81  579    36
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:           37    83    95    115  178    48    43 1162    37    81  579    36
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 0.17 0.39  0.44  1.00 1.00  1.00  1.00 1.94  0.06  1.00 1.88  0.12
Final Sat.:            258  579  663  1500 1500  1500  1500 2907    93  1500 2824  176
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.14 0.14  0.14  0.08 0.12  0.03  0.03 0.40  0.40  0.05 0.21  0.20
Crit Volume:           215    115          600          81
Crit Moves:            ****      ****          ****          ****
*****

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*****
Intersection #42 Fallbrook Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.772
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        82          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              142  853    59          80 1383    61          101 984    148          100 642    98
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:           142  853    59          80 1383    61          101 984    148          100 642    98
User Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           142  853    59          80 1383    61          101 984    148          100 642    98
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          142  853    59          80 1383    61          101 984    148          100 642    98
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          142  853    59          80 1383    61          101 984    148          100 642    98
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.00    1.00          1.00 2.87    0.13          1.00 2.61    0.39          1.00 2.60    0.40
Final Sat.:           1425 2850    1425          1425 4094    181          1425 3716    559          1425 3709    566
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.30    0.04          0.06 0.34    0.34          0.07 0.26    0.26          0.07 0.17    0.17
Crit Volume:          142          481          377          100
Crit Moves:          ****          ****          ****          ****
*****

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Warner Center Specific Plan Update

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

```

*****
Intersection #43 Shoup Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.946
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                97  690      46  125 1245      71  95  875  255  99  708  77
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              97  690      46  125 1245      71  95  875  255  99  708  77
User Adj:                1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:              97  690      46  125 1245      71  95  875  255  99  708  77
Reduct Vol:               0      0      0      0      0      0      0      0      0      0
Reduced Vol:              97  690      46  125 1245      71  95  875  255  99  708  77
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:              97  690      46  125 1245      71  95  875  255  99  708  77
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                    1.00 1.88  0.12  1.00 1.89  0.11  1.00 1.55  0.45  1.00 1.80  0.20
Final Sat.:              1500 2813  188  1500 2838  162  1500 2323  677  1500 2706  294
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.06 0.25  0.25  0.08 0.44  0.44  0.06 0.38  0.38  0.07 0.26  0.26
Crit Volume:              97          658          565          99
Crit Moves:              ****          ****          ****          ****
*****

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```

*****
Intersection #44 Westfield Way (Pvt)/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.306
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Westfield Way (Pvt)          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    1    0    0    1          1    0    2    1    0          1    0    3    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:              13    4    9          3    6    12          20 1149          35    17 879          9
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           13    4    9          3    6    12          20 1149          35    17 879          9
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            13    4    9          3    6    12          20 1149          35    17 879          9
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:           13    4    9          3    6    12          20 1149          35    17 879          9
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           13    4    9          3    6    12          20 1149          35    17 879          9
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.76 0.24 1.00          0.33 0.67 1.00          1.00 2.91 0.09          1.00 3.00 1.00
Final Sat.:            1090 335 1425          475 950 1425          1425 4149 126          1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.01 0.01          0.01 0.01 0.01          0.01 0.28 0.28          0.01 0.21 0.01
Crit Volume:           13          12          395          17
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #45 Owensmouth Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.758
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        94          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  3  0  1          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              31  197    77    155  904    101    49 1119    111    186  797    69
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           31  197    77    155  904    101    49 1119    111    186  797    69
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           31  197    77    155  904    101    49 1119    111    186  797    69
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          31  197    77    155  904    101    49 1119    111    186  797    69
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          31  197    77    155  904    101    49 1119    111    186  797    69
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    1.00 2.00    1.00    1.00 3.00    1.00    1.00 3.00    1.00
Final Sat.:          1375 2750    1375    1375 2750    1375    1375 4125    1375    1375 4125    1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.07    0.06    0.11 0.33    0.07    0.04 0.27    0.08    0.14 0.19    0.05
Crit Volume:          31          452          373          186
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #46 Variel Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.563
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Variel Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1      0      0      1      0          0      0      0      0      0          0      0      2      1      0          1      0      3      0      0
-----|-----|-----|-----|
Volume Module:
Base Vol:                58      0      101          0      0      0          0      1065      158          336      1408          0
Growth Adj:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Initial Bse:              58      0      101          0      0      0          0      1065      158          336      1408          0
User Adj:                1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Volume:              58      0      101          0      0      0          0      1065      158          336      1408          0
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:             58      0      101          0      0      0          0      1065      158          336      1408          0
PCE Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
MLF Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
FinalVolume:             58      0      101          0      0      0          0      1065      158          336      1408          0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500      1500      1500          1500      1500      1500          1500      1500      1500          1500      1500      1500
Adjustment:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Lanes:                   1.00      0.00      1.00          0.00      0.00      0.00          0.00      2.61      0.39          1.00      3.00      0.00
Final Sat.:              1500      0      1500          0      0      0          0      3919      581          1500      4500          0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.04      0.00      0.07          0.00      0.00      0.00          0.00      0.27      0.27          0.22      0.31      0.00
Crit Volume:              101          0          408          336
Crit Moves:              ****          ****          ****
*****

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*****
Intersection #47 Mason Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.812
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        99          Level Of Service:          D
*****
Street Name:          Mason Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted        Protected        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0    1    1    1    0    1    0    2    0    1    1    0    3    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             76    78    26    317  329    819    194 1707    231    91 1712    141
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          76    78    26    317  329    819    194 1707    231    91 1712    141
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           76    78    26    317  329    819    194 1707    231    91 1712    141
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          76    78    26    317  329    819    194 1707    231    91 1712    141
PCE Adj:              2.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          152    78    26    317  329    819    194 1707    231    91 1712    141
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.57    0.43    1.00 2.00    1.00    1.00 3.00    1.00    1.00 3.00    1.00
Final Sat.:           1425 2233    618    1425 2850    1425    1425 4275    1425    1425 4275    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.03    0.04    0.22 0.12    0.57    0.14 0.40    0.16    0.06 0.40    0.10
Crit Volume:          76          317          194          571
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #48 Owensmouth Ave/Canyon Creek Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.413
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Canyon Creek Rd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            42  255    0          0 1075    5          0    0    6          0    0    0
Growth Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:         42  255    0          0 1075    5          0    0    6          0    0    0
User Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          42  255    0          0 1075    5          0    0    6          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         42  255    0          0 1075    5          0    0    6          0    0    0
PCE Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:         42  255    0          0 1075    5          0    0    6          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:              1.00 2.00  0.00  0.00 1.99  0.01  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:          1425 2850    0          0 2837   13  1425    0  1425    0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.03 0.09  0.00  0.00 0.38  0.38  0.00 0.00  0.00  0.00 0.00  0.00
Crit Volume:         42          540          6          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #49 Shoup Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.526
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          Shoup Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Split Phase      Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               1  0  1  1  0        1  0  1  1  0        0  0  1! 0  0        1  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:            2  769    67    208 1197    7    13    3    17    75    3    91
Growth Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:         2  769    67    208 1197    7    13    3    17    75    3    91
User Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          2  769    67    208 1197    7    13    3    17    75    3    91
Reduct Vol:          0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:         2  769    67    208 1197    7    13    3    17    75    3    91
PCE Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:         2  769    67    208 1197    7    13    3    17    83    3    91
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425 1425
Adjustment:          1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:              1.00 1.84  0.16  1.00 1.99  0.01  0.39 0.09  0.52  1.93 0.07  1.00
Final Sat.:         1425 2622  228  1425 2833    17    561 130    734  2750 100  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.00 0.29  0.29  0.15 0.42  0.42  0.02 0.02  0.02  0.03 0.03  0.06
Crit Volume:                418    208                33                91
Crit Moves:                ****      ****                ****                ****
*****

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*****
Intersection #50 Shoup Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.230
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               1  0  1  1  0        1  0  1  1  0        1  0  2  0  1        1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             89  704    50    122  918    165    57  627    67    111 1157    172
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          89  704    50    122  918    165    57  627    67    111 1157    172
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           89  704    50    122  918    165    57  627    67    111 1157    172
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          89  704    50    122  918    165    57  627    67    111 1157    172
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          89  704    50    122  918    165    57  627    67    111 1157    172
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 1.87    0.13    1.00 1.70    0.30    1.00 2.00    1.00    1.00 1.00    1.00
Final Sat.:          1500 2801    199    1500 2543    457    1500 3000    1500    1500 1500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.25    0.25    0.08 0.36    0.36    0.04 0.21    0.04    0.07 0.77    0.11
Crit Volume:          89          542    57          1157
Crit Moves:          ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #51 Owensmouth Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.524
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             28  280    35          85  621    91          137  518    178          143  308    59
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          28  280    35          85  621    91          137  518    178          143  308    59
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           28  280    35          85  621    91          137  518    178          143  308    59
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          28  280    35          85  621    91          137  518    178          143  308    59
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          28  280    35          85  621    91          137  518    178          143  308    59
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 1.78    0.22          1.00 1.74    0.26          1.00 2.00    1.00          1.00 2.00    1.00
Final Sat.:           1500 2667    333          1500 2617    383          1500 3000    1500          1500 3000    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.10    0.11          0.06 0.24    0.24          0.09 0.17    0.12          0.10 0.10    0.04
Crit Volume:          28          356          259          143
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #52
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.552
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      1      0      1      0      1      1      1      0      0      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      39      582      44      164      626      80      90      320      48      31      168      52
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      39      582      44      164      626      80      90      320      48      31      168      52
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      39      582      44      164      626      80      90      320      48      31      168      52
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      39      582      44      164      626      80      90      320      48      31      168      52
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      39      582      44      164      626      80      90      320      48      31      168      52
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      1.86      0.14      1.00      1.77      0.23      1.00      1.00      1.00      1.00      0.76      0.24
Final Sat.:      1500      2789      211      1500      2660      340      1500      1500      1500      1500      1145      355
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.03      0.21      0.21      0.11      0.24      0.24      0.06      0.21      0.03      0.02      0.15      0.15
Crit Volume:      313      164      320      31
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #53 Shoup Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.028
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Ventura Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  1  0          1  1  0  0  1          1  0  2  0  1          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             65  346  122          609  168  259          62  970  58          47  827  294
Growth Adj:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:          65  346  122          609  168  259          62  970  58          47  827  294
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           65  346  122          609  168  259          62  970  58          47  827  294
Reduct Vol:           0    0    0              0    0    0              0    0    0              0    0    0
Reduced Vol:          65  346  122          609  168  259          62  970  58          47  827  294
PCE Adj:              1.00  1.00  1.00          2.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.10  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          65  346  122          670  168  259          62  970  58          47  827  294
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425  1425  1425          1425  1425  1425          1425  1425  1425          1425  1425  1425
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                0.24  1.30  0.46          1.60  0.40  1.00          1.00  2.00  1.00          1.00  3.00  1.00
Final Sat.:           348  1850  652          2279  571  1425          1425  2850  1425          1425  4275  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.19  0.19  0.19          0.29  0.29  0.18          0.04  0.34  0.04          0.03  0.19  0.21
Crit Volume:          266          419          485          294
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #54 US-101 EB/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.677
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58          Level Of Service:          B
*****
Street Name:          US-101 EB On Ramp          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    1          0    0    0    0    0          1    1    1    0    0          0    0    2    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    1485          0    0    0          876    855    0          0    1032    45
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    1485          0    0    0          876    855    0          0    1032    45
User Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          876    855    0          0    1032    45
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    0    0          0    0    0          876    855    0          0    1032    45
PCE Adj:              1.00 1.00 0.00          1.00 1.00 1.00          6.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          0    0    0          964    855    0          0    1032    45
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 1.00          0.00 0.00 0.00          1.59 1.41 0.00          0.00 2.87 0.13
Final Sat.:            0    0    1425          0    0    0          2265 2010    0          0    4096    179
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.43 0.43 0.00          0.00 0.25 0.25
Crit Volume:           0          0          606          359
Crit Moves:
*****

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*****
Intersection #55
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.560
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Ignore      Ignore      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 3 0 0      0 0 3 0 0      0 0 0 0 1      0 0 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1736 0      0 1506 0      0 0 0 515      0 0 0 399
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 1736 0      0 1506 0      0 0 0 515      0 0 0 399
User Adj:    1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00
PHF Volume:   0 1736 0      0 1506 0      0 0 0 0      0 0 0 399
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 1736 0      0 1506 0      0 0 0 0      0 0 0 399
PCE Adj:     1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.10
FinalVolume:  0 1736 0      0 1506 0      0 0 0 0      0 0 0 439
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 3.00 0.00  0.00 3.00 0.00  0.00 0.00 1.00  0.00 0.00 2.00
Final Sat.:  0 4275 0      0 4275 0      0 0 0 1425      0 0 0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.41 0.00  0.00 0.35 0.00  0.00 0.00 0.00  0.00 0.00 0.15
Crit Volume:  579      0      0      0
Crit Moves:   ****      ****      ****
*****

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*****
Intersection #56
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.878
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 1      1 0 2 1 0      2 0 2 1 0      2 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      136 1120      320      145 848      85      701 1013      134      205 607      202
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      136 1120      320      145 848      85      701 1013      134      205 607      202
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      136 1120      320      145 848      85      701 1013      134      205 607      202
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      136 1120      320      145 848      85      701 1013      134      205 607      202
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.10 1.00      1.00
FinalVolume:      136 1120      320      145 848      85      771 1013      134      226 607      202
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      1.00      1.00 2.73      0.27      2.00 2.65      0.35      2.00 2.00      1.00
Final Sat.:      1375 4125      1375      1375 3749      376      2750 3643      482      2750 2750      1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.10 0.27      0.23      0.11 0.23      0.23      0.28 0.28      0.28      0.08 0.22      0.15
Crit Volume:      373      145      386      304
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #57
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.725
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      1      0      1      0      1      0      1      2      0      2      1      0      1      0      3      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      154      416      67      177      285      259      533      1263      71      52      902      211
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      154      416      67      177      285      259      533      1263      71      52      902      211
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      154      416      67      177      285      259      533      1263      71      52      902      211
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      154      416      67      177      285      259      533      1263      71      52      902      211
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00
FinalVolume:      154      416      67      177      285      259      586      1263      71      52      902      211
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      1.72      0.28      1.00      1.00      1.00      2.00      2.84      0.16      1.00      3.00      1.00
Final Sat.:      1425      2455      395      1425      1425      1425      2850      4047      228      1425      4275      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.11      0.17      0.17      0.12      0.20      0.18      0.21      0.31      0.31      0.04      0.21      0.15
Crit Volume:      154          285          293          301
Crit Moves:      ****          ****          ****          ****
*****

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*****
Intersection #58
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.836
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        114          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      2 0 1 0 1      1 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      89 257 132      657 174 374      224 1207 55      54 1168 399
Growth Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse: 89 257 132      657 174 374      224 1207 55      54 1168 399
User Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume: 89 257 132      657 174 374      224 1207 55      54 1168 399
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 89 257 132      657 174 374      224 1207 55      54 1168 399
PCE Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00      1.10 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume: 89 257 132      723 174 374      224 1207 55      54 1168 399
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes: 1.00 1.32 0.68      2.00 1.00 1.00      1.00 2.87 0.13      1.00 3.00 1.00
Final Sat.: 1425 1883 967      2850 1425 1425      1425 4089 186      1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.06 0.14 0.14      0.25 0.12 0.26      0.16 0.30 0.30      0.04 0.27 0.28
Crit Volume: 195      374 224      399
Crit Moves: ****      **** ****      ****
*****

```

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

```

*****
Intersection #59
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.571
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      5 1108      4 1 1368      14 114 17 13      14 5 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 1108      4 1 1368      14 114 17 13      14 5 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 1108      4 1 1368      14 114 17 13      14 5 3
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 5 1108      4 1 1368      14 114 17 13      14 5 3
PCE Adj: 6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 1108      4 6 1368      14 114 17 13      14 5 3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 1.98 0.01 0.01 1.97 0.02 0.79 0.12 0.09 0.63 0.23 0.14
Final Sat.: 14 2976 11 2 2968 30 1188 177 135 955 341 205
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.36 0.37 0.38 0.46 0.46 0.46 0.10 0.10 0.10 0.01 0.01 0.01
Crit Volume: 5 694 144 14
Crit Moves: **** **** **** ****
*****

```

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```

*****
Intersection #60
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.540
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      2      1      0      1      0      1      1      0      0      0      1!      0      0      0      1      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      25      816      0      24      1495      37      12      0      4      3      0      1
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      25      816      0      24      1495      37      12      0      4      3      0      1
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      25      816      0      24      1495      37      12      0      4      3      0      1
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      25      816      0      24      1495      37      12      0      4      3      0      1
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      25      816      0      24      1495      37      12      0      4      3      0      1
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      3.00      0.00      1.00      1.95      0.05      0.75      0.00      0.25      1.00      0.00      1.00
Final Sat.:      1500      4500      0      1500      2928      72      1125      0      375      1500      0      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02      0.18      0.00      0.02      0.51      0.51      0.01      0.00      0.01      0.00      0.00      0.00
Crit Volume:      25          766          16      3
Crit Moves:      ****          ****          ****      ****
*****

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```

*****
Intersection #61 De Soto Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.630
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Street Name:          De Soto Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             76  828    23          27 1693    46          59    6   145          80   20   45
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          76  828    23          27 1693    46          59    6   145          80   20   45
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           76  828    23          27 1693    46          59    6   145          80   20   45
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          76  828    23          27 1693    46          59    6   145          80   20   45
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          76  828    23          27 1693    46          59    6   145          80   20   45
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.92  0.08          1.00 2.92  0.08          0.28 0.03  0.69          0.55 0.14  0.31
Final Sat.:           1500 4378  122          1500 4381  119          421   43  1036          828  207  466
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.19  0.19          0.02 0.39  0.39          0.14 0.14  0.14          0.10 0.10  0.10
Crit Volume:          76          580          210          80
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #62
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.348
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      10 0 10
Lanes:      1 0 2 1 0      1 0 3 0 0      0 0 1! 0 0      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 958 7      7 1561 0      0 0 0 0      2 0 3
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 958 7      7 1561 0      0 0 0 0      2 0 3
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 958 7      7 1561 0      0 0 0 0      2 0 3
Reduct Vol:   0 0 0      0 0 0 0      0 0 0 0      0 0 0
Reduced Vol:  0 958 7      7 1561 0      0 0 0 0      2 0 3
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  0 958 7      7 1561 0      0 0 0 0      2 0 3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 2.98 0.02  1.00 3.00 0.00  0.00 1.00 0.00  1.00 0.00 1.00
Final Sat.:  1500 4467 33  1500 4500 0      0 1500 0  1500 0 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21 0.21  0.00 0.35 0.00  0.00 0.00 0.00  0.00 0.00 0.00
Crit Volume:  0          520          0          2
Crit Moves:  ****          ****          ****
*****

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*****
Intersection #63 Canoga Ave/Trillium Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.402
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Trillium Dwy (Pvt)
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Split Phase        Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    2    1    0    2    0    3    0    0    0    0    0    0    0    1    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    934    317    235 1336    0    0    0    0    35    0    16
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    934    317    235 1336    0    0    0    0    35    0    16
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    934    317    235 1336    0    0    0    0    35    0    16
Reduct Vol:           0    0    0        0    0    0    0    0    0    0    0    0
Reduced Vol:          0    934    317    235 1336    0    0    0    0    35    0    16
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0    934    317    259 1336    0    0    0    0    39    0    16
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.24 0.76 2.00 3.00 0.00 0.00 0.00 0.00 1.41 0.00 0.59
Final Sat.:           1425 3192 1083 2850 4275    0    0    0    0    2013    0    837
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.29 0.29 0.09 0.31 0.00 0.00 0.00 0.00 0.02 0.00 0.02
Crit Volume:          417    129          0          27
Crit Moves:          ****    ****          ****
*****

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*****
Intersection #64 De Soto Ave/Warner Center Lane (Pvt)/Serrania Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.554
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          De Soto Ave          Warner Center Lane (Pvt)/Serrania
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  3  0  1          1  0  2  1  0          0  0  0  0  1          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:            102 1686          17    129 2067          31          0    0    13          7    1    21
Growth Adj:          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          102 1686          17    129 2067          31          0    0    13          7    1    21
User Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:          102 1686          17    129 2067          31          0    0    13          7    1    21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         102 1686          17    129 2067          31          0    0    13          7    1    21
PCE Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:         102 1686          17    129 2067          31          0    0    13          7    1    21
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:              1.00 3.00          1.00 2.96 0.04          0.00 0.00 1.00          0.24 0.03 0.73
Final Sat.:          1500 4500          1500 1500 4434          66          0    0 1500          362  52 1086
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.07 0.37          0.01  0.09 0.47          0.47  0.00 0.00          0.01  0.02 0.02          0.02
Crit Volume:         102          699          0          29
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #65 Canoga AveWarner Ranch Rd (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.638
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Canoga Ave          Warner Ranch Rd (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             6 1767  157  274  973  1          1    0    17          0    0    40
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          6 1767  157  274  973  1          1    0    17          0    0    40
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           6 1767  157  274  973  1          1    0    17          0    0    40
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          6 1767  157  274  973  1          1    0    17          0    0    40
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          6 1767  157  274  973  1          1    0    17          0    0    40
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.76  0.24  1.00 2.99  0.01  0.06 0.00  0.94  1.00 0.00  1.00
Final Sat.:           1500 4133  367  1500 4495  5          83    0 1417  1500    0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.43  0.43  0.18 0.22  0.22  0.01 0.00  0.01  0.00 0.00  0.03
Crit Volume:          641    274          1          40
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #66
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.677
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      123 1636      76      125 1362      110      40 11      37      198 12      105
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      123 1636      76      125 1362      110      40 11      37      198 12      105
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      123 1636      76      125 1362      110      40 11      37      198 12      105
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      123 1636      76      125 1362      110      40 11      37      198 12      105
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      123 1636      76      125 1362      110      44 11      37      198 12      105
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.87      0.13      1.00 2.78      0.22      2.00 1.00      1.00      1.00 0.10      0.90
Final Sat.:      1375 3942      183      1375 3817      308      2750 1375      1375      1375 141      1234
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.42      0.42      0.09 0.36      0.36      0.02 0.01      0.03      0.14 0.09      0.09
Crit Volume:      571      125      37      198
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #67 Owensmouth Ave/Promenade Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.293
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Promenade Dwy (Pvt)
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          0  1  0  1  0          0  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              32  339  45          32  744  36          7  1  17          0  0  3
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           32  339  45          32  744  36          7  1  17          0  0  3
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           32  339  45          32  744  36          7  1  17          0  0  3
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          32  339  45          32  744  36          7  1  17          0  0  3
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          32  339  45          32  744  36          7  1  17          0  0  3
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:               1.00 1.77 0.23          1.00 1.91 0.09          0.56 0.44 1.00          0.00 1.00 1.00
Final Sat.:          1500 2648 352          1500 2862 138          840 660 1500          0 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.13 0.13          0.02 0.26 0.26          0.01 0.00 0.01          0.00 0.00 0.00
Crit Volume:          32          390          17          0
Crit Moves:          ****          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #68 Owensmouth Ave/West Valley Way (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.424
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          West Valley Way (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             51  306    0          0  924  237          2    0    5          0    0    0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           51  306    0          0  924  237          2    0    5          0    0    0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           51  306    0          0  924  237          2    0    5          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          51  306    0          0  924  237          2    0    5          0    0    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          51  306    0          0  924  237          2    0    5          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  0.00  0.00 1.59  0.41 1.00  0.00  1.00  0.00 0.00  0.00
Final Sat.:           1500 3000    0          0 2388  612  1500    0  1500    0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.10  0.00  0.00 0.39  0.39  0.00 0.00  0.00  0.00 0.00  0.00
Crit Volume:          51          581          5          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #69 Canoga Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.463
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Canoga Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    1    0          1    0    2    0    0          0    0    0    0    0          1    0    1!    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    882    15          2    1371    0          0    0    0    0          16    0    1
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    882    15          2    1371    0          0    0    0    0          16    0    1
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    882    15          2    1371    0          0    0    0    0          16    0    1
Reduct Vol:           0    0    0          0    0    0          0    0    0    0          0    0    0
Reduced Vol:          0    882    15          2    1371    0          0    0    0    0          16    0    1
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
FinalVolume:          0    882    15          2    1371    0          0    0    0    0          18    0    1
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.95 0.05 1.00 2.00 0.00 0.00 0.00 0.00 1.89 0.00 0.11
Final Sat.:           0    4425    75          1500 3000    0          0    0    0    0          2839    0    161
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.20 0.20 0.00 0.46 0.00 0.00 0.00 0.00 0.01 0.00 0.01
Crit Volume:          0          686          0          9
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #70 AMC Dwy/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.367
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          AMC Dwy          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Permitted      Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             24    1    54        8    3    11      39  760  102      53  322   25
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          24    1    54        8    3    11      39  760  102      53  322   25
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           24    1    54        8    3    11      39  760  102      53  322   25
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          24    1    54        8    3    11      39  760  102      53  322   25
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          24    1    54        8    3    11      39  760  102      53  322   25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.30 0.01  0.69      0.73 0.27  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:           433   18   974      1036 389   1425      1425 2850  1425      1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06      0.01 0.01  0.01      0.03 0.27  0.07      0.04 0.11  0.02
Crit Volume:          79          11          380          53
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #71 Eton Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.506
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Street Name:          Eton Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0    1    0    0    1    0    0    1! 0    0    1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             18    0    6        3    1    4        14 836    38    24 1354    7
Growth Adj:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:          18    0    6        3    1    4        14 836    38    24 1354    7
User Adj:             1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           18    0    6        3    1    4        14 836    38    24 1354    7
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          18    0    6        3    1    4        14 836    38    24 1354    7
PCE Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:          18    0    6        3    1    4        14 836    38    24 1354    7
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425    1425 1425 1425    1425 1425 1425    1425 1425 1425
Adjustment:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:                1.00 0.00 1.00    0.38 0.12 0.50    1.00 1.91 0.09    1.00 1.99 0.01
Final Sat.:           1425    0 1425    534 178 713    1425 2726 124    1425 2835 15
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.00 0.00    0.01 0.01 0.01    0.01 0.31 0.31    0.02 0.48 0.48
Crit Volume:          18          8          14          681
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #72 Independence Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.500
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Independence Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  0  1          0  0  1! 0  0          1  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             24    1    59          33    2    39          14  820    38          71 1276    15
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          24    1    59          33    2    39          14  820    38          71 1276    15
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           24    1    59          33    2    39          14  820    38          71 1276    15
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          24    1    59          33    2    39          14  820    38          71 1276    15
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          24    1    59          33    2    39          14  820    38          71 1276    15
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.96 0.04  1.00          0.44 0.03  0.53          1.00 1.91  0.09          1.00 2.00  1.00
Final Sat.:          1440    60  1500          669    41    791          1500 2867    133          1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02  0.04          0.05 0.05  0.05          0.01 0.29  0.29          0.05 0.43  0.01
Crit Volume:          24          74          14          638
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #73 Variel Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.115
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        16          Level Of Service:          A
*****
Street Name:          Variel Ave          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              3    11    26          13    8    10          19    49    5    10    19    71
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           3    11    26          13    8    10          19    49    5    10    19    71
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           3    11    26          13    8    10          19    49    5    10    19    71
Reduct Vol:            0    0    0          0    0    0          0    0    0    0    0    0
Reduced Vol:          3    11    26          13    8    10          19    49    5    10    19    71
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          3    11    26          13    8    10          19    49    5    10    19    71
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.07 0.28  0.65          0.42 0.26  0.32          0.26 0.67  0.07  0.10 0.19  0.71
Final Sat.:           113  413  975          629 387  484          390 1007  103  150 285  1065
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.03  0.03          0.02 0.02  0.02          0.05 0.05  0.05  0.07 0.07  0.07
Crit Volume:          40          13          19          100
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #74 Variel Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.424
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Variel Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0          0    1    0    1    0          0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             26    41    10          46    128    103          82    313    41          48    576    108
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          26    41    10          46    128    103          82    313    41          48    576    108
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           26    41    10          46    128    103          82    313    41          48    576    108
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          26    41    10          46    128    103          82    313    41          48    576    108
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          4.00 1.00 1.00          2.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          26    41    10          46    128    103          328    313    41          96    576    108
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.68 1.06 0.26          0.33 0.93 0.74          0.86 1.02 0.12          0.14 1.58 0.28
Final Sat.:           1013 1597 390          498 1386 1116          1295 1525 180          211 2374 415
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.03 0.03          0.09 0.09 0.09          0.06 0.21 0.23          0.23 0.24 0.26
Crit Volume:          26          138          82          390
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #75 Variel Ave/Califa St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.299
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Variel Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             5    1    2          23   10   101          36   37    7          5   175   94
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           5    1    2          23   10   101          36   37    7          5   175   94
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           5    1    2          23   10   101          36   37    7          5   175   94
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          5    1    2          23   10   101          36   37    7          5   175   94
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          5    1    2          23   10   101          36   37    7          5   175   94
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.63 0.12  0.25          0.17 0.07  0.76          0.45 0.46  0.09          0.02 0.64  0.34
Final Sat.:           938  188   375          257  112  1131          675  694   131          27   958   515
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01  0.01          0.09 0.09  0.09          0.05 0.05  0.05          0.18 0.18  0.18
Crit Volume:           5          134    36          274
Crit Moves:          ****          ****    ****          ****
*****

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

Intersection #76 Warner Center Lane/Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Warner Center Lane						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	1	0	3	0

Volume Module:	Warner Center Lane			Burbank Blvd		
Base Vol:	0	0	0	7	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	57
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	7	0	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	7	0	57

Saturation Flow Module:	Warner Center Lane			Burbank Blvd		
Sat/Lane:	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.11	0.00	0.89
Final Sat.:	0	0	0	164	0	1336

Capacity Analysis Module:	Warner Center Lane			Burbank Blvd		
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:	0			64		109
Crit Moves:				****		****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #77 De Soto/Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.824
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        106          Level Of Service:          D
*****
Street Name:          De Soto          Clark St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0    0    1    1    0    0    0    5    0    0    0    0    0    0    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1911    131        0 1545    0        0    0    0        0    0    153
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          0 1911    131        0 1545    0        0    0    0        0    0    153
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           0 1911    131        0 1545    0        0    0    0        0    0    153
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          0 1911    131        0 1545    0        0    0    0        0    0    153
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          0 1911    131        0 1545    0        0    0    0        0    0    153
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                0.00 1.87    0.13    0.00 5.00    0.00    0.00 0.00    0.00    0.00 0.00    1.00
Final Sat.:           0 2667    183        0 7125    0        0    0    0        0    0    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.72    0.72    0.00 0.22    0.00    0.00 0.00    0.00    0.00 0.00    0.11
Crit Volume:          1021          0          0
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #78 Warner Ranch Rd (Pvt)/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.260
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Warner Ranch Rd (Pvt)          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          1    0    0    0    1          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          15    0    12          118  598    0          0    279  197
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          15    0    12          118  598    0          0    279  197
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          15    0    12          118  598    0          0    279  197
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    0    0          15    0    12          118  598    0          0    279  197
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          15    0    12          118  598    0          0    279  197
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          1.00 0.00 1.00          1.00 3.00 0.00          0.00 1.17 0.83
Final Sat.:            0    0    0          1425    0  1425          1425 4275    0          0    1670  1180
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.01 0.00 0.01          0.08 0.14 0.00          0.00 0.17 0.17
Crit Volume:           0          15          118          238
Crit Moves:
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #79 Owensmouth Ave/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.217
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        18          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Marylee St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             11  421          7    4  349          21    46  1    55          5    1    16
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          11  421          7    4  349          21    46  1    55          5    1    16
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           11  421          7    4  349          21    46  1    55          5    1    16
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          11  421          7    4  349          21    46  1    55          5    1    16
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          11  421          7    4  349          21    46  1    55          5    1    16
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.97  0.03  1.00 1.89  0.11  0.45 0.01  0.54  0.23 0.04  0.73
Final Sat.:           1500 2951  49    1500 2830  170    676  15    809    341  68  1091
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.14  0.14  0.00 0.12  0.12  0.07 0.07  0.07  0.01 0.01  0.01
Crit Volume:          214          4          102          5
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #80 Topanga Canyon Blvd/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.410
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Marylee St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  2  1  0          1  0  3  0  0          0  0  0  0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1630    23          40 1751    0          0    0    0          2    0    22
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          0 1630    23          40 1751    0          0    0    0          2    0    22
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           0 1630    23          40 1751    0          0    0    0          2    0    22
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1630    23          40 1751    0          0    0    0          2    0    22
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          0 1630    23          40 1751    0          0    0    0          2    0    22
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:                0.00 2.96  0.04  1.00 3.00  0.00  0.00 0.00  0.00  0.08 0.00  0.92
Final Sat.:           0 4437    63  1500 4500    0          0    0    0          125    0 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.37  0.37  0.03 0.39  0.00  0.00 0.00  0.00  0.02 0.00  0.02
Crit Volume:          551    40          0          24
Crit Moves:          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #81 Topanga Canyon Blvd/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.504
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Calvert St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          0  0  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              69 1259          14          20 1679          43          0    0    75          0    0    11
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           69 1259          14          20 1679          43          0    0    75          0    0    11
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           69 1259          14          20 1679          43          0    0    75          0    0    11
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          69 1259          14          20 1679          43          0    0    75          0    0    11
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.10
FinalVolume:          69 1259          14          20 1679          43          0    0    75          0    0    12
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.97          0.03          1.00 2.93          0.07          0.00 0.00          1.00          0.00 0.00          2.00
Final Sat.:          1425 4228          47          1425 4168          107          0    0    1425          0    0    2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.30          0.30          0.01 0.40          0.40          0.00 0.00          0.05          0.00 0.00          0.00
Crit Volume:          69          574          75          0
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #82 Topanga Canyon Blvd/Bassett St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.493
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Bassett St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                 1      0      3      0      0          0      0      2      1      0          0      0      1!      0      0          0      0      0      0      0
-----|-----|-----|-----|
Volume Module:
Base Vol:              33 1253          0          0 1659          61 104          0      29          0      0          0
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           33 1253          0          0 1659          61 104          0      29          0      0          0
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           33 1253          0          0 1659          61 104          0      29          0      0          0
Reduct Vol:            0      0          0          0      0          0      0      0          0      0          0
Reduced Vol:          33 1253          0          0 1659          61 104          0      29          0      0          0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          33 1253          0          0 1659          61 104          0      29          0      0          0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:               1.00 3.00          0.00          0.00 2.89          0.11 0.78 0.00          0.22 0.00 0.00
Final Sat.:          1500 4500          0          0 4340          160 1173          0      327          0      0          0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.28          0.00          0.00 0.38          0.38 0.09 0.00          0.09 0.00 0.00
Crit Volume:          33          573          133          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #83 Randi Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.496
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Randi Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  0  1! 0  0        0  0  1! 0  0        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              37    7    61        8    5    20        23 1157    34    36 668    2
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           37    7    61        8    5    20        23 1157    34    36 668    2
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           37    7    61        8    5    20        23 1157    34    36 668    2
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          37    7    61        8    5    20        23 1157    34    36 668    2
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          37    7    61        8    5    20        23 1157    34    36 668    2
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.35 0.07  0.58      0.24 0.15  0.61      1.00 1.94  0.06      1.00 1.99  0.01
Final Sat.:           529  100  871        364 227  909      1500 2914    86      1500 2991    9
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.07  0.07      0.02 0.02  0.02      0.02 0.40  0.40      0.02 0.22  0.22
Crit Volume:          105    8          596    36
Crit Moves:           ****    ****          ****    ****
*****

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Existing AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #84 Glade Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.225
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19          Level Of Service:          A
*****
Street Name:          Glade Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                0    1    0    0    1    0    1    0    0    1    0    1    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             23    17    47      54    23    12      17    388    26    21    115    28
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          23    17    47      54    23    12      17    388    26    21    115    28
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           23    17    47      54    23    12      17    388    26    21    115    28
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          23    17    47      54    23    12      17    388    26    21    115    28
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          23    17    47      54    23    12      17    388    26    42    115    28
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.57 0.43 1.00 0.70 0.30 1.00 0.08 1.80 0.12 0.29 1.41 0.30
Final Sat.:           863  638 1500 1052 448 1500 118 2701 181 441 2105 454
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.03 0.03 0.05 0.05 0.01 0.14 0.14 0.14 0.05 0.05 0.06
Crit Volume:          47    54          215          21
Crit Moves:           ****      ****          ****          ****
*****

```


Existing AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #85 Randi Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.188
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        18          Level Of Service:          A
*****
Street Name:          Randi Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             12    14    40        48    41    26        13    303    17        8    129    19
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          12    14    40        48    41    26        13    303    17        8    129    19
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           12    14    40        48    41    26        13    303    17        8    129    19
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          12    14    40        48    41    26        13    303    17        8    129    19
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          12    14    40        48    41    26        13    303    17        8    129    19
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                0.18 0.21  0.61        0.54 0.46  1.00        1.00 1.89  0.11        1.00 1.74  0.26
Final Sat.:           273   318   909        809  691  1500        1500 2841  159        1500 2615  385
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.04  0.04        0.06 0.06  0.02        0.01 0.11  0.11        0.01 0.05  0.05
Crit Volume:           66    48          160          8
Crit Moves:           ****      ****          ****          ****
*****

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

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*****
Intersection #86
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.836
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        114          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      34 1877      26 144 1177      121 508 25 29      5 8 107
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 34 1877      26 144 1177      121 508 25 29      5 8 107
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 34 1877      26 144 1177      121 508 25 29      5 8 107
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 34 1877      26 144 1177      121 508 25 29      5 8 107
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 34 1877      26 144 1177      121 559 25 29      5 8 107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.96 0.04 1.00 2.72 0.28 1.83 0.08 0.09 0.38 0.62 1.00
Final Sat.: 1425 4217 58 1425 3876 399 2599 116 135 548 877 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.02 0.45 0.45 0.10 0.30 0.30 0.22 0.22 0.22 0.01 0.01 0.08
Crit Volume: 634 144 306 107
Crit Moves: **** **** **** ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #87 Jordan Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.569
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Jordan Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    1! 0    0          0    0    1! 0    0          1    0    1    1    0          1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             45    59    62          19    38    35          56    934    33          19    1209    15
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          45    59    62          19    38    35          56    934    33          19    1209    15
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           45    59    62          19    38    35          56    934    33          19    1209    15
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          45    59    62          19    38    35          56    934    33          19    1209    15
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          45    59    62          19    38    35          56    934    33          19    1209    15
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.27 0.36 0.37          0.21 0.41 0.38          1.00 1.93 0.07          1.00 1.98 0.02
Final Sat.:           407    533    560          310    620    571          1500 2898    102          1500 2963    37
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11 0.11          0.06 0.06 0.06          0.04 0.32 0.32          0.01 0.41 0.41
Crit Volume:          166    19          56          612
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #88 Remmet Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.476
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Remmet Ave          Sherman Way
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0    0    1! 0    0    0    0    1! 0    0    1    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             6    9    56        7    21    20        19    926    20        88    1218    17
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          6    9    56        7    21    20        19    926    20        88    1218    17
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           6    9    56        7    21    20        19    926    20        88    1218    17
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          6    9    56        7    21    20        19    926    20        88    1218    17
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          6    9    56        7    21    20        19    926    20        88    1218    17
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.08 0.13  0.79    0.14 0.44  0.42    1.00 1.96  0.04    1.00 1.97  0.03
Final Sat.:           127   190  1183    219  656   625    1500 2937   63    1500 2959   41
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.05  0.05    0.03 0.03  0.03    0.01 0.32  0.32    0.06 0.41  0.41
Crit Volume:          71    7          19
Crit Moves:           ****    ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #89 Variel Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.660
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Street Name:          Variel Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              104    81    23          60    88    43          33  877    40          40 1324    53
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           104    81    23          60    88    43          33  877    40          40 1324    53
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           104    81    23          60    88    43          33  877    40          40 1324    53
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          104    81    23          60    88    43          33  877    40          40 1324    53
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          104    81    23          60    88    43          33  877    40          40 1324    53
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.50 0.39 0.11          0.31 0.46 0.23          1.00 1.91 0.09          1.00 2.00 1.00
Final Sat.:            750  584  166          471  691  338          1500 2869  131          1500 3000 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.14 0.14 0.14          0.13 0.13 0.13          0.02 0.31 0.31          0.03 0.44 0.04
Crit Volume:           104          191          33          662
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #90 Owensmouth Ave/Gault St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.343
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Gault St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             13  223    16          16  765    16          9   15    42          45   10    31
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          13  223    16          16  765    16          9   15    42          45   10    31
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           13  223    16          16  765    16          9   15    42          45   10    31
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13  223    16          16  765    16          9   15    42          45   10    31
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          13  223    16          16  765    16          9   15    42          45   10    31
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.96  0.04          0.14 0.23  0.63          0.52 0.12  0.36
Final Sat.:           1500 1500  1500          1500 2939    61          205 341   955          785 174   541
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.15  0.01          0.01 0.26  0.26          0.04 0.04  0.04          0.06 0.06  0.06
Crit Volume:          13          391          66          45
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #91 Owensmouth Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.410
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             33  218   12          11  750   45          20  18   111          36  34   16
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          33  218   12          11  750   45          20  18   111          36  34   16
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           33  218   12          11  750   45          20  18   111          36  34   16
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          33  218   12          11  750   45          20  18   111          36  34   16
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          33  218   12          11  750   45          20  18   111          36  34   16
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.95  0.05          1.00 1.89  0.11          0.13 0.12  0.75          0.42 0.39  0.19
Final Sat.:           1500 1422   78          1500 2830  170          201  181  1117          628  593  279
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.15  0.15          0.01 0.26  0.27          0.10 0.10  0.10          0.06 0.06  0.06
Crit Volume:          33          398          149          36
Crit Moves:          ****          ****          ****          ****
*****

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Existing AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #92 De Soto Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.482
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          De Soto Ave          Hart St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1  0  2  1  0          1  0  2  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                57 1064          27          18 1533          33          52  16          67          76  15          41
Growth Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:              57 1064          27          18 1533          33          52  16          67          76  15          41
User Adj:                 1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:              57 1064          27          18 1533          33          52  16          67          76  15          41
Reduct Vol:               0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              57 1064          27          18 1533          33          52  16          67          76  15          41
PCE Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:              57 1064          27          18 1533          33          52  16          67          76  15          41
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                   1.00 2.93          0.07          1.00 2.94          0.06          0.76 0.24          1.00          0.84 0.16          1.00
Final Sat.:              1500 4389          111          1500 4405          95          1147 353          1500          1253 247          1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.04 0.24          0.24          0.01 0.35          0.35          0.05 0.05          0.04          0.06 0.06          0.03
Crit Volume:              57          522          68          76
Crit Moves:              ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #93 Mason Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.813
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77          Level Of Service:          D
*****
Street Name:          Mason Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              29  308    58      65  926    102    112  863    68  129  999    130
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           29  308    58      65  926    102    112  863    68  129  999    130
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           29  308    58      65  926    102    112  863    68  129  999    130
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          29  308    58      65  926    102    112  863    68  129  999    130
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          29  308    58      65  926    102    112  863    68  129  999    130
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 1.68  0.32    1.00 1.80  0.20    1.00 1.85  0.15  1.00 1.77  0.23
Final Sat.:          1500 2525  475    1500 2702  298    1500 2781  219  1500 2655  345
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.12  0.12    0.04 0.34  0.34    0.07 0.31  0.31  0.09 0.38  0.38
Crit Volume:          29          514          112          565
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #94
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.646
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      1      0      0      1      1      0      2      1      0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      8      14      91      68      9      27      30      1492      38      50      816      48
Growth Adj:  1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:    8      14      91      68      9      27      30      1492      38      50      816      48
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:    8      14      91      68      9      27      30      1492      38      50      816      48
Reduct Vol:    0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:    8      14      91      68      9      27      30      1492      38      50      816      48
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:    8      14      91      68      9      27      30      1492      38      50      816      48
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:    1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.13      0.87      1.00      0.25      0.75      1.00      2.00      1.00      1.00      2.83      0.17
Final Sat.:    1500      200      1300      1500      375      1125      1500      3000      1500      1500      4250      250
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.01      0.07      0.07      0.05      0.02      0.02      0.02      0.50      0.03      0.03      0.19      0.19
Crit Volume:      105      68      746      50
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #95 Owensmouth Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.811
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41  145    50          53  355    46          47 1061    47    167 1061    65
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          41  145    50          53  355    46          47 1061    47    167 1061    65
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           41  145    50          53  355    46          47 1061    47    167 1061    65
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41  145    50          53  355    46          47 1061    47    167 1061    65
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          41  145    50          53  355    46          47 1061    47    167 1061    65
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.17 0.62  0.21          0.12 0.78  0.10          1.00 1.92  0.08          1.00 1.88  0.12
Final Sat.:           261  922    318          175 1173    152          1500 2873    127          1500 2827    173
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.16  0.16          0.30 0.30  0.30          0.03 0.37  0.37          0.11 0.38  0.38
Crit Volume:          41          454          554          167
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #96 Canoga Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.942
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             104   649   83   110 1100   74   108 886   174   139 1085   144
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          104   649   83   110 1100   74   108 886   174   139 1085   144
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           104   649   83   110 1100   74   108 886   174   139 1085   144
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          104   649   83   110 1100   74   108 886   174   139 1085   144
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          104   649   83   110 1100   74   108 886   174   139 1085   144
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.77 0.23 1.00 1.87 0.13 1.00 1.67 0.33 1.00 1.77 0.23
Final Sat.:           1500 2660 340 1500 2811 189 1500 2508 492 1500 2648 352
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.24 0.24 0.07 0.39 0.39 0.07 0.35 0.35 0.09 0.41 0.41
Crit Volume:          104          587   108          615
Crit Moves:          ****          ****   ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #97 Variel Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.619
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Variel Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             63    30    46          39    54    78          52  927    24          23 1285    18
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          63    30    46          39    54    78          52  927    24          23 1285    18
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           63    30    46          39    54    78          52  927    24          23 1285    18
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          63    30    46          39    54    78          52  927    24          23 1285    18
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          63    30    46          39    54    78          52  927    24          23 1285    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.45 0.22  0.33          0.23 0.31  0.46          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           680  324  496          342  474  684          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.09  0.09          0.11 0.11  0.11          0.03 0.31  0.02          0.02 0.43  0.01
Crit Volume:          63          171          52          643
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #98 De Soto Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.982
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             120  743  143          94 1266  154          131  937  94          162 1285  64
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          120  743  143          94 1266  154          131  937  94          162 1285  64
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           120  743  143          94 1266  154          131  937  94          162 1285  64
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          120  743  143          94 1266  154          131  937  94          162 1285  64
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          120  743  143          94 1266  154          131  937  94          162 1285  64
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.52  0.48          1.00 2.67  0.33          1.00 1.82  0.18          1.00 1.91  0.09
Final Sat.:           1425 3585  690          1425 3811  464          1425 2590  260          1425 2715  135
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.21  0.21          0.07 0.33  0.33          0.09 0.36  0.36          0.11 0.47  0.47
Crit Volume:          120          473          131          675
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #99 Shoup Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.448
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Shoup Ave          Valerio St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  1  0  0  1          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             30  759  41          15 1019  10          23  2  75          53  6  27
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          30  759  41          15 1019  10          23  2  75          53  6  27
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           30  759  41          15 1019  10          23  2  75          53  6  27
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          30  759  41          15 1019  10          23  2  75          53  6  27
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          30  759  41          15 1019  10          23  2  75          53  6  27
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:               1.00 1.90  0.10        1.00 1.98  0.02        0.92 0.08  1.00        0.62 0.07  0.31
Final Sat.:          1500 2846  154        1500 2971  29        1380 120  1500        924 105  471
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.27  0.27        0.01 0.34  0.34        0.02 0.02  0.05        0.06 0.06  0.06
Crit Volume:          30          515          75          53
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #100 Topanga Canyon Blvd/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.686
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Valerio St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              37 1206          40          74 1441          18          46  38          18          58  78          90
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           37 1206          40          74 1441          18          46  38          18          58  78          90
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           37 1206          40          74 1441          18          46  38          18          58  78          90
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          37 1206          40          74 1441          18          46  38          18          58  78          90
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          37 1206          40          74 1441          18          46  38          18          58  78          90
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.00          1.00          1.00 2.00          1.00          0.45 0.37          0.18          0.26 0.34          0.40
Final Sat.:          1500 3000          1500          1500 3000          1500          676  559          265          385  518          597
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.40          0.03          0.05 0.48          0.01          0.07 0.07          0.07          0.15 0.15          0.15
Crit Volume:          37          721          46          226
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #101 Canoga Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.800
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        93          Level Of Service:          C
*****
Street Name:          Canoga Ave          Valerio St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             32  728    20          51 1312    25          34  81    23          91  212    102
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          32  728    20          51 1312    25          34  81    23          91  212    102
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           32  728    20          51 1312    25          34  81    23          91  212    102
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          32  728    20          51 1312    25          34  81    23          91  212    102
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          32  728    20          51 1312    25          34  81    23          91  212    102
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.95  0.05          1.00 1.96  0.04          0.24 0.59  0.17          0.22 0.53  0.25
Final Sat.:           1425 2774    76          1425 2797    53          351  836  238          320  746  359
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.26  0.26          0.04 0.47  0.47          0.10 0.10  0.10          0.28 0.28  0.28
Crit Volume:          32          669          34          405
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #102 Lurline Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.422
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Lurline Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   0      1      0      0      1      0      1      0      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:                8      13      63      65      19      59      31      922      10      53      1372      51
Growth Adj:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:              8      13      63      65      19      59      31      922      10      53      1372      51
User Adj:                 1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:                  1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:               8      13      63      65      19      59      31      922      10      53      1372      51
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              8      13      63      65      19      59      31      922      10      53      1372      51
PCE Adj:                  1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:                  1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:              8      13      63      65      19      59      31      922      10      53      1372      51
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:                   0.38      0.62      1.00      0.77      0.23      1.00      1.00      2.97      0.03      1.00      2.89      0.11
Final Sat.:              571      929      1500      1161      339      1500      1500      4452      48      1500      4339      161
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.01      0.01      0.04      0.06      0.06      0.04      0.02      0.21      0.21      0.04      0.32      0.32
Crit Volume:              63      65      31      474
Crit Moves:              ****      ****      ****      ****
*****

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*****
Intersection #103 Mason Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.777
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        65          Level Of Service:          C
*****
Street Name:          Mason Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  1  0        1  0  2  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              62  511    35    102 1087    155    102  868    49    103 1301    75
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           62  511    35    102 1087    155    102  868    49    103 1301    75
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            62  511    35    102 1087    155    102  868    49    103 1301    75
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:           62  511    35    102 1087    155    102  868    49    103 1301    75
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:           62  511    35    102 1087    155    102  868    49    103 1301    75
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 1.87    0.13    1.00 2.00    1.00    1.00 2.84    0.16    1.00 2.84    0.16
Final Sat.:            1500 2808    192    1500 3000    1500    1500 4260    240    1500 4255    245
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.04 0.18    0.18    0.07 0.36    0.10    0.07 0.20    0.20    0.07 0.31    0.31
Crit Volume:           62          543          102          459
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #104 Owensmouth Ave/Wyandotte St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.277
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Wyandotte St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    0    1          1    0    1    1    0          0    1    0    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             27   181          4          6   598          25          16   15          72          5   12          8
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          27   181          4          6   598          25          16   15          72          5   12          8
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           27   181          4          6   598          25          16   15          72          5   12          8
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          27   181          4          6   598          25          16   15          72          5   12          8
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          27   181          4          6   598          25          16   15          72          5   12          8
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.00  1.00  1.00 1.92  0.08  0.52 0.48  1.00  0.29 0.71  1.00
Final Sat.:           1500 1500  1500  1500 2880  120  774 726  1500  441 1059  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.12  0.00  0.00 0.21  0.21  0.02 0.02  0.05  0.01 0.01  0.01
Crit Volume:          27          312          72          5
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #105 Sale Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.387
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Sale Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             13    7    97        9    3    28        10  788    10    80  615    5
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          13    7    97        9    3    28        10  788    10    80  615    5
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           13    7    97        9    3    28        10  788    10    80  615    5
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13    7    97        9    3    28        10  788    10    80  615    5
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          13    7    97        9    3    28        10  788    10    80  615    5
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.65 0.35  1.00      0.75 0.25  1.00      1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           975  525  1500      1125 375  1500      1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01  0.06      0.01 0.01  0.02      0.01 0.26  0.01  0.05 0.21  0.00
Crit Volume:          97          9          394          80
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #106 Winnetka Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.907
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              81  731  105          114 1204  117          64  881  80          151 1084  75
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           81  731  105          114 1204  117          64  881  80          151 1084  75
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           81  731  105          114 1204  117          64  881  80          151 1084  75
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          81  731  105          114 1204  117          64  881  80          151 1084  75
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          81  731  105          114 1204  117          64  881  80          151 1084  75
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.75  0.25          1.00 1.82  0.18          1.00 1.83  0.17          1.00 1.87  0.13
Final Sat.:          1425 2492  358          1425 2598  252          1425 2613  237          1425 2666  184
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.29  0.29          0.08 0.46  0.46          0.04 0.34  0.34          0.11 0.41  0.41
Crit Volume:          418          661          481  151
Crit Moves:
*****

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*****
Intersection #107 Sale Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.356
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Sale Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0    1    0    0    1    0    1    0    0    1    1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:              14    14    15        29    18    26        35    941    13        6    682    63
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           14    14    15        29    18    26        35    941    13        6    682    63
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            14    14    15        29    18    26        35    941    13        6    682    63
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           14    14    15        29    18    26        35    941    13        6    682    63
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:           14    14    15        29    18    26        35    941    13        6    682    63
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.50 0.50 1.00 0.62 0.38 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:            750 750 1500 926 574 1500 1500 3000 1500 1500 3000 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.02 0.01 0.03 0.03 0.02 0.02 0.31 0.01 0.00 0.23 0.04
Crit Volume:           28          29          471          6
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #108 Winnetka Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.013
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             135   776   190          199 1070   236          80 1268   194   319 1704   61
Growth Adj:           1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00 1.00 1.00   1.00
Initial Bse:          135   776   190          199 1070   236          80 1268   194   319 1704   61
User Adj:             1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00 1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00 1.00 1.00   1.00
PHF Volume:           135   776   190          199 1070   236          80 1268   194   319 1704   61
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          135   776   190          199 1070   236          80 1268   194   319 1704   61
PCE Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00 1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00 1.00 1.00   1.00
FinalVolume:          135   776   190          199 1070   236          80 1268   194   319 1704   61
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375          1375 1375   1375          1375 1375   1375 1375 1375
Adjustment:           1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00 1.00 1.00
Lanes:                1.00 2.00   1.00          1.00 2.46   0.54          1.00 2.60   0.40 1.00 2.90   0.10
Final Sat.:           1375 2750   1375          1375 3380   745          1375 3578   547 1375 3982   143
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.28   0.14          0.14 0.32   0.32          0.06 0.35   0.35 0.23 0.43   0.43
Crit Volume:           388          199          487   319
Crit Moves:           ****          ****          ****   ****
*****

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*****
Intersection #109 Winnetka Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.336
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    0    0          0    0    3    0    0          0    0    1    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    888    0          0    1458    0          0    18    0          0    13    0
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          0    888    0          0    1458    0          0    18    0          0    13    0
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           0    888    0          0    1458    0          0    18    0          0    13    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    888    0          0    1458    0          0    18    0          0    13    0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          0    888    0          0    1458    0          0    18    0          0    13    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 2.00 0.00          0.00 3.00 0.00          0.00 1.00 0.00          0.00 1.00 0.00
Final Sat.:           0    3000    0          0    4500    0          0    1500    0          0    1500    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.30 0.00          0.00 0.32 0.00          0.00 0.01 0.00          0.00 0.01 0.00
Crit Volume:          0          486          18          0
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #110 Fallbrook Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.628
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              17 1043    114    190 1505    33    38  214    41    111  117    99
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           17 1043    114    190 1505    33    38  214    41    111  117    99
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            17 1043    114    190 1505    33    38  214    41    111  117    99
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           17 1043    114    190 1505    33    38  214    41    111  117    99
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:           17 1043    114    190 1505    33    38  214    41    111  117    99
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.70    0.30    1.00 2.94    0.06    1.00 0.84    0.16    1.00 0.54    0.46
Final Sat.:            1500 4057    443    1500 4403    97    1500 1259    241    1500 813    688
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.26    0.26    0.13 0.34    0.34    0.03 0.17    0.17    0.07 0.14    0.14
Crit Volume:           386    190          255    111
Crit Moves:            ****    ****          ****    ****
*****

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*****
Intersection #111 Winnetka Ave/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.718
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Street Name:          Winnetka Ave          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Split Phase          Split Phase
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  2  0  1          2  0  0  0  1          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             210  968    0          0 1300  222    58    0    44    55  32    51
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          210  968    0          0 1300  222    58    0    44    55  32    51
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           210  968    0          0 1300  222    58    0    44    55  32    51
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          210  968    0          0 1300  222    58    0    44    55  32    51
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:          210  968    0          0 1300  222    64    0    44    55  32    51
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 2.00  0.00  0.00 2.00  1.00 2.00 0.00  1.00 1.00 0.39  0.61
Final Sat.:           1375 2750    0          0 2750  1375 2750    0 1375 1375 530  845
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.35  0.00  0.00 0.47  0.16 0.02 0.00  0.03 0.04 0.06  0.06
Crit Volume:          210          650          44          83
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #112 Winnetka Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.785
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        67          Level Of Service:          C
*****
Street Name:          Winnetka Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  0  1          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             57 1081          37          33 1099          235          142 273          66          35 255          22
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           57 1081          37          33 1099          235          142 273          66          35 255          22
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           57 1081          37          33 1099          235          142 273          66          35 255          22
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          57 1081          37          33 1099          235          142 273          66          35 255          22
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          57 1081          37          33 1099          235          142 273          66          35 255          22
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 1.93          0.07          1.00 1.65          0.35          1.00 1.00          1.00          0.11 0.82          0.07
Final Sat.:           1500 2901          99          1500 2472          528          1500 1500          1500          168 1226          106
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.37          0.37          0.02 0.44          0.44          0.09 0.18          0.04          0.21 0.21          0.21
Crit Volume:          57          667          142          312
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #113 Fallbrook Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.752
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             50  990    25    125 1388    202    163 342    106    28 221    67
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          50  990    25    125 1388    202    163 342    106    28 221    67
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           50  990    25    125 1388    202    163 342    106    28 221    67
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          50  990    25    125 1388    202    163 342    106    28 221    67
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          50  990    25    125 1388    202    163 342    106    28 221    67
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Sat.:           1500 3000    1500    1500 3000    1500    1500 1500    1500    1500 1500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.33    0.02    0.08 0.46    0.13    0.11 0.23    0.07    0.02 0.15    0.04
Crit Volume:          50          694          163          221
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #114 Winnetka Ave/Hatteras St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.435
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Hatteras St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             4 1112          26          19 1120          9          7    3    12          35    8    14
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          4 1112          26          19 1120          9          7    3    12          35    8    14
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           4 1112          26          19 1120          9          7    3    12          35    8    14
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          4 1112          26          19 1120          9          7    3    12          35    8    14
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          4 1112          26          19 1120          9          7    3    12          35    8    14
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 1.95          0.05 1.00 1.98          0.02 0.32 0.14          0.54 0.61 0.14          0.25
Final Sat.:           1500 2931          69          1500 2976          24          477 205    818          921 211    368
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.38          0.38 0.01 0.38          0.38 0.01 0.01          0.01 0.04 0.04          0.04
Crit Volume:          569          19          7          57
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #115 Winnetka Ave / Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.588
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Clark St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    0          0    0    1    1    0          0    1    0    1    0          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             42 1158          0          0 1191          19          50    3    191          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
Initial Bse:          42 1158          0          0 1191          19          50    3    191          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
PHF Volume:           42 1158          0          0 1191          19          50    3    191          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          42 1158          0          0 1191          19          50    3    191          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
FinalVolume:          42 1158          0          0 1191          19          50    3    191          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425 1425 1425 1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
Lanes:                1.00 2.00          0.00          0.00 1.97          0.03          0.41 0.59          1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0          0 2805          45          584 841          1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.41          0.00          0.00 0.42          0.42          0.09 0.00          0.13 0.00 0.00 0.00
Crit Volume:          42          605          191          0
Crit Moves:          ****          ****          ****
*****

```

Existing AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #116
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.602
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 0      0 0 2 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      129 729 0      0 874 458      0 0 0      257 11 472
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 129 729 0      0 874 458      0 0 0      257 11 472
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 129 729 0      0 874 458      0 0 0      257 11 472
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 129 729 0      0 874 458      0 0 0      257 11 472
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 129 729 0      0 874 458      0 0 0      283 11 519
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.04 0.04 1.92
Final Sat.: 1425 2850 0      0 2850 1425      0 0 0      1487 58 2730
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.09 0.26 0.00 0.00 0.31 0.32 0.00 0.00 0.00 0.19 0.19 0.19
Crit Volume: 129      458      0      271
Crit Moves: ****      ****      ****
*****

```


Existing AM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #117
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.656
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      1 0 0 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 481 164 343 723 0 401 0 280 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 481 164 343 723 0 401 0 280 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 481 164 343 723 0 401 0 280 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 481 164 343 723 0 401 0 280 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 481 164 343 723 0 401 0 280 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 3000 1500 1500 3000 0 1500 0 1500 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.16 0.11 0.23 0.24 0.00 0.27 0.00 0.19 0.00 0.00 0.00
Crit Volume: 240 343 401 0
Crit Moves: **** **** ****
*****

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Existing AM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #118
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.807
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 0 1 0      2 0 1 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      77 287      38 352 440      241 207 1366      44 76 849      183
Growth Adj: 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse: 77 287      38 352 440      241 207 1366      44 76 849      183
User Adj: 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj: 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume: 77 287      38 352 440      241 207 1366      44 76 849      183
Reduct Vol: 0 0      0 0 0      0 0 0      0 0 0      0
Reduced Vol: 77 287      38 352 440      241 207 1366      44 76 849      183
PCE Adj: 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj: 1.00 1.00      1.00 1.10 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume: 77 287      38 387 440      241 207 1366      44 76 849      183
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment: 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes: 1.00 0.88      0.12 2.00 1.00      1.00 1.00 2.91 0.09      1.00 2.00 1.00
Final Sat.: 1425 1258      167 2850 1425      1425 1425 4142      133 1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.05 0.23      0.23 0.14 0.31      0.17 0.15 0.33      0.33 0.05 0.30      0.13
Crit Volume:      325      194      207      425
Crit Moves:      ****      ****      ****      ****
*****

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Existing AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #119 Sale Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.295
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Sale Ave          Ventura Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0    0    1! 0    0    0    1    0    0    2    1    0    1    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             7    0    16        22    3    18        15 1064    22    36 1100    25
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          7    0    16        22    3    18        15 1064    22    36 1100    25
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           7    0    16        22    3    18        15 1064    22    36 1100    25
Reduct Vol:           0    0    0         0    0    0         0    0    0         0    0    0
Reduced Vol:          7    0    16        22    3    18        15 1064    22    36 1100    25
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          7    0    16        22    3    18        15 1064    22    36 1100    25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.30 0.00  0.70    0.88 0.12  1.00    1.00 2.94  0.06    1.00 2.93  0.07
Final Sat.:           457    0  1043    1320 180  1500    1500 4409    91    1500 4400    100
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.00  0.02    0.02 0.02  0.01    0.01 0.24  0.24    0.02 0.25  0.25
Crit Volume:          23    22          362    36
Crit Moves:           ****    ****          ****    ****
*****

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Existing AM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #120
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.002
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1 1 0      0 1 0 1 0      1 1 0 0 1      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      112 432 16      18 854 609      662 56 174      16 116 42
Growth Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse: 112 432 16      18 854 609      662 56 174      16 116 42
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume: 112 432 16      18 854 609      662 56 174      16 116 42
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 112 432 16      18 854 609      662 56 174      16 116 42
PCE Adj:      1.00 1.00 1.00      2.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.10 1.00 1.00      1.00 1.00 1.00
FinalVolume: 112 432 16      36 854 609      728 56 174      16 116 42
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:      1.00 1.93 0.07      0.02 1.17 0.81      1.86 0.14 1.00      0.09 0.67 0.24
Final Sat.: 1425 2748 102      35 1657 1158      2646 204 1425      131 950 344
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08 0.16 0.16      0.51 0.52 0.53      0.28 0.28 0.12      0.12 0.12 0.12
Crit Volume: 112          750      392          174
Crit Moves:  ****          ****      ****          ****
*****

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Existing AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 Fallbrook Ave/Ventura Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Fallbrook Ave						Ventura Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	1	0	2	0	1

Volume Module:	Fallbrook Ave			Fallbrook Ave			Ventura Blvd			Ventura Blvd		
Base Vol:	57	617	95	559	291	555	84	348	25	158	535	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	617	95	559	291	555	84	348	25	158	535	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	617	95	559	291	555	84	348	25	158	535	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	617	95	559	291	555	84	348	25	158	535	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	617	95	615	291	555	84	348	25	158	535	340

Saturation Flow Module:	Fallbrook Ave			Fallbrook Ave			Ventura Blvd			Ventura Blvd		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	1.36	0.64	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2383	367	1867	883	1375	1375	2750	1375	1375	2750	1375

Capacity Analysis Module:	Fallbrook Ave			Fallbrook Ave			Ventura Blvd			Ventura Blvd		
Vol/Sat:	0.04	0.26	0.26	0.33	0.33	0.40	0.06	0.13	0.02	0.11	0.19	0.25
Crit Volume:	356			555			84			340		
Crit Moves:	****			****			****			****		

Existing AM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #122 Woodlake Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.688
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73          Level Of Service:          B
*****
Street Name:          Woodlake Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          1    0    0    1    0          1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:              15    81    34          76    221    39          30    306    103          437    539    75
Growth Adj:            1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:           15    81    34          76    221    39          30    306    103          437    539    75
User Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:               1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:            15    81    34          76    221    39          30    306    103          437    539    75
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           15    81    34          76    221    39          30    306    103          437    539    75
PCE Adj:               1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:               1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
FinalVolume:           15    81    34          76    221    39          30    306    103          437    539    75
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375    1375    1375          1375    1375    1375          1375    1375    1375          1375    1375    1375
Adjustment:            1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                 0.16    0.84    1.00          1.00    0.85    0.15          1.00    2.00    1.00          1.00    2.00    1.00
Final Sat.:            215    1160    1375          1375    1169    206          1375    2750    1375          1375    2750    1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07    0.07    0.02          0.06    0.19    0.19          0.02    0.11    0.07          0.32    0.20    0.05
Crit Volume:           96          260          153          437
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #123 Tampa Ave / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.977
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              E
*****
Street Name:          Tampa Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Prot+Permit      Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  0  1  0      2  0  1  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              61  104      30      571  137      276      78  1760      56      15  977      283
Growth Adj:            1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
Initial Bse:           61  104      30      571  137      276      78  1760      56      15  977      283
User Adj:              1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
PHF Adj:               1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
PHF Volume:           61  104      30      571  137      276      78  1760      56      15  977      283
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          61  104      30      571  137      276      78  1760      56      15  977      283
PCE Adj:              1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
MLF Adj:              1.00  1.00      1.00      1.10  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
FinalVolume:          61  104      30      628  137      276      78  1760      56      15  977      283
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375      1375      1375  1375      1375      1375  1375      1375      1375  1375      1375
Adjustment:           1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
Lanes:               1.00  0.78      0.22      2.00  1.00      1.00      1.00  2.00      1.00      1.00  2.00      1.00
Final Sat.:          1375  1067      308      2750  1375      1375      1375  2750      1375      1375  2750      1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04  0.10      0.10      0.23  0.10      0.20      0.06  0.64      0.04      0.01  0.36      0.21
Crit Volume:                134      314                880                15
Crit Moves:                ****      ****                ****                ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #124 Tampa Ave / Ventura Fwy 101 EB offramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.440
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Tampa Ave          Ventura Fwy 101 EB offramp
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  3  0  0          0  0  3  0  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  466    0          0  847    0          344    0  136          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  466    0          0  847    0          344    0  136          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0  466    0          0  847    0          344    0  136          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0  466    0          0  847    0          344    0  136          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0  466    0          0  847    0          344    0  136          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 3.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           0  4275    0          0  4275    0          1425    0  1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.11 0.00 0.00 0.20 0.00 0.24 0.00 0.10 0.00 0.00 0.00
Crit Volume:          0          282          344          0
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #125 Tampa Ave / Ventura Fwy 101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.740
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          C
*****
Street Name:          Tampa Ave          Ventura Fwy 101 WB
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  0          0  0  2  0  1          0  0  0  0  0          1  0  1! 0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             220  591    0          0  667  638          0    0    0          181    0  356
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          220  591    0          0  667  638          0    0    0          181    0  356
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           220  591    0          0  667  638          0    0    0          181    0  356
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          220  591    0          0  667  638          0    0    0          181    0  356
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.10
FinalVolume:          220  591    0          0  667  638          0    0    0          199    0  392
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 3.00  0.00          0.00 2.00  1.00          0.00 0.00  0.00          1.01 0.00  1.99
Final Sat.:           1425 4275    0          0 2850 1425          0    0    0          1441    0 2834
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.14  0.00          0.00 0.23  0.45          0.00 0.00  0.00          0.14 0.00  0.14
Crit Volume:          220          638          0          197
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #126 101 Ventura Fwy EB and Vanalden / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.889
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        168          Level Of Service:          D
*****
Street Name: 101 Ventura Fwy EB and Vanalden          Ventura Blvd
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:        Permitted          Permitted          Protected          Protected
Rights:         Include          Include          Include          Include
Min. Green:      0      0      0          0      0      0          0      0      0
Lanes:          0      1      0      1      0          0      0      0      0      0          2      0      2      0      1          1      0      2      0      1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:       143      157      195          0      0      0          401      1849          67          95      1152          99
Growth Adj:     1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Initial Bse:    143      157      195          0      0      0          401      1849          67          95      1152          99
User Adj:       1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Adj:        1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Volume:     143      157      195          0      0      0          401      1849          67          95      1152          99
Reduct Vol:      0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:    143      157      195          0      0      0          401      1849          67          95      1152          99
PCE Adj:        1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
MLF Adj:        1.00      1.00      1.00          1.00      1.00      1.00          1.10      1.00      1.00          1.00      1.00      1.00
FinalVolume:    143      157      195          0      0      0          441      1849          67          95      1152          99
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425      1425      1425          1425      1425      1425          1425      1425      1425          1425      1425      1425
Adjustment:     1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Lanes:          0.58      0.63      0.79          0.00      0.00      0.00          2.00      2.00      1.00          1.00      2.00      1.00
Final Sat.:     823      904      1123          0      0      0          2850      2850      1425          1425      2850      1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.17      0.17      0.17          0.00      0.00      0.00          0.15      0.65      0.05          0.07      0.40      0.07
Crit Volume:    248          0          925          95
Crit Moves:      ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #127 Victory Blvd/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.835
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        87          Level Of Service:          D
*****
Street Name:          Victory Blvd          Busway
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted            Permitted            Permitted            Permitted
Rights:                Include              Include              Include              Include
Min. Green:            0      0      0        0      0      0        0      0      0        0      0      0
Lanes:                 1      0      1      0      1      0      0      1      0      0        0      0      2      0      1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              336      15      13          0      18      0          0      1175      468          0      1797          0
Growth Adj:            1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:           336      15      13          0      18      0          0      1175      468          0      1797          0
User Adj:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:               1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:           336      15      13          0      18      0          0      1175      468          0      1797          0
Reduct Vol:            0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:          336      15      13          0      18      0          0      1175      468          0      1797          0
PCE Adj:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:          336      15      13          0      18      0          0      1175      468          0      1797          0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:           1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:                1.00      1.00      1.00      0.00      1.00      0.00      0.00      2.00      1.00      0.00      2.00      0.00
Final Sat.:           1500      1500      1500          0      1500          0          0      3000      1500          0      3000          0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.22      0.01      0.01      0.00      0.01      0.00      0.00      0.39      0.31      0.00      0.60      0.00
Crit Volume:          336          18          0          899
Crit Moves:          ****              ****              ****              ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #128 Corbin Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.956
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Corbin Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             35  566  116          135  803  244          65 1118          11  155 1499  122
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          35  566  116          135  803  244          65 1118          11  155 1499  122
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           35  566  116          135  803  244          65 1118          11  155 1499  122
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35  566  116          135  803  244          65 1118          11  155 1499  122
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          35  566  116          135  803  244          65 1118          11  155 1499  122
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.66  0.34          1.00 1.53  0.47          1.00 1.98  0.02          1.00 1.85  0.15
Final Sat.:          1500 2490  510          1500 2301  699          1500 2971  29          1500 2774  226
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.23  0.23          0.09 0.35  0.35          0.04 0.38  0.38          0.10 0.54  0.54
Crit Volume:          35          524          65          811
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #129 Tampa Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.960
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Tampa Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:               Protected      Prot+Permit      Permitted      Permitted
Rights:                Include      Include      Include      Include
Min. Green:            0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              72  681  132      253 1065      205      72 1386      73      82 1387      86
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           72  681  132      253 1065      205      72 1386      73      82 1387      86
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           72  681  132      253 1065      205      72 1386      73      82 1387      86
Reduct Vol:            0      0      0      0      0      0      0      0      0
Reduced Vol:          72  681  132      253 1065      205      72 1386      73      82 1387      86
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          72  681  132      253 1065      205      72 1386      73      82 1387      86
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 2.00  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:          1425 2850  1425      1425 2850  1425      1425 2850  1425      1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.24  0.09      0.18 0.37  0.14      0.05 0.49  0.05      0.06 0.49  0.06
Crit Volume:           341      253      693      82
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #130
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.315
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      1 0 2 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      130 159      69      31 203      251      154 1447      98      47 739      10
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      130 159      69      31 203      251      154 1447      98      47 739      10
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      130 159      69      31 203      251      154 1447      98      47 739      10
Reduct Vol:      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      130 159      69      31 203      251      154 1447      98      47 739      10
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      130 159      69      31 203      251      154 1447      98      47 739      10
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.00      1.00      1.00 2.00      1.00      1.00 0.94      0.06      1.00 1.00      1.00
Final Sat.:      1500 3000      1500      1500 3000      1500      1500 1405      95      1500 1500      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.05      0.05      0.02 0.07      0.17      0.10 1.03      1.03      0.03 0.49      0.01
Crit Volume:      130          251          1545      47
Crit Moves:      ****          ****          ****      ****
*****

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*****
Intersection #131
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.743
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Prot+Permit
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 1      2 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      25 435 315 686 954 158 86 357 86 145 444 280
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 435 315 686 954 158 86 357 86 145 444 280
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 435 315 686 954 158 86 357 86 145 444 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 435 315 686 954 158 86 357 86 145 444 280
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 435 315 755 954 158 86 357 86 145 444 280
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 2.42 0.58 1.00 2.00 1.00
Final Sat.: 1425 2850 1425 2850 2850 1425 1425 3445 830 1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.02 0.15 0.22 0.26 0.33 0.11 0.06 0.10 0.10 0.10 0.16 0.20
Crit Volume: 315 377 86 280
Crit Moves: **** **** **** ****
*****

```

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```

*****
Intersection #132
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.463
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 2 0 0      0 0 3 0 0      1 0 1! 0 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 754 0      0 1495 0      157 0 284      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 754 0      0 1495 0      157 0 284      0 0 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 754 0      0 1495 0      157 0 284      0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 754 0      0 1495 0      157 0 284      0 0 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.10  1.00 1.00 1.00
FinalVolume:  0 754 0      0 1495 0      173 0 312      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 2.00 0.00  0.00 3.00 0.00  1.07 0.00 1.93  0.00 0.00 0.00
Final Sat.:  0 2850 0      0 4275 0      1522 0 2753      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.26 0.00  0.00 0.35 0.00  0.11 0.00 0.11  0.00 0.00 0.00
Crit Volume:      377          498          162          0
Crit Moves:      ****          ****          ****
*****

```


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```

*****
Intersection #133
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.725
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      2      0      2      0      0      0      0      3      0      1      0      0      0      0      1      0      1!      0      1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      415      488      0      0      1147      519      0      0      0      0      382      11      389
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      415      488      0      0      1147      519      0      0      0      0      382      11      389
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      415      488      0      0      1147      519      0      0      0      0      382      11      389
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      415      488      0      0      1147      519      0      0      0      0      382      11      389
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.10      1.00      1.10
FinalVolume:      457      488      0      0      1147      519      0      0      0      0      420      11      428
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      2.00      2.00      0.00      0.00      3.00      1.00      0.00      0.00      0.00      0.00      1.47      0.04      1.49
Final Sat.:      2850      2850      0      0      4275      1425      0      0      0      0      2091      55      2129
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.16      0.17      0.00      0.00      0.27      0.36      0.00      0.00      0.00      0.00      0.20      0.20      0.20
Crit Volume:      228          519          0          286
Crit Moves:      ****          ****          ****
*****

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```
*****
Intersection #134
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.608
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:      0 0 0 0 0      0 0 0 0 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0 0      0 0 0 0 0      0 643 867      0 994 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0      0 0 0 0 0      0 643 867      0 994 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0      0 0 0 0 0      0 643 867      0 994 0
Reduct Vol: 0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Reduced Vol: 0 0 0 0 0      0 0 0 0 0      0 643 867      0 994 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0      0 0 0 0 0      0 643 867      0 994 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0 0      0 0 0 0 0      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.61 0.00 0.35 0.00
Crit Volume: 0 0 0 0 0      0 867 0
Crit Moves: *****
*****
```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #135 Canoga Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.738
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          C
*****
Street Name:          Canoga Ave          Nordhoff St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             72  568  304        137  584        6          16  649        81  209  530  169
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          72  568  304        137  584        6          16  649        81  209  530  169
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           72  568  304        137  584        6          16  649        81  209  530  169
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          72  568  304        137  584        6          16  649        81  209  530  169
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          72  568  304        137  584        6          16  649        81  209  530  169
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.30  0.70        1.00 1.98  0.02        1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 1954  1046        1500 2969        31        1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.29  0.29        0.09 0.20  0.20        0.01 0.22  0.05  0.14 0.18  0.11
Crit Volume:          436          137          325          209
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #136 De Soto Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.996
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Prot+Permit          Prot+Permit          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                73 1277  136          131 1722  465          273 673  43          113 814  71
Growth Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:              73 1277  136          131 1722  465          273 673  43          113 814  71
User Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:              73 1277  136          131 1722  465          273 673  43          113 814  71
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:             73 1277  136          131 1722  465          273 673  43          113 814  71
PCE Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:             73 1277  136          131 1722  465          273 673  43          113 814  71
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                   1.00 2.71  0.29          1.00 2.36  0.64          1.00 2.82  0.18          1.00 2.76  0.24
Final Sat.:             1375 3728  397          1375 3248  877          1375 3877  248          1375 3794  331
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.34  0.34          0.10 0.53  0.53          0.20 0.17  0.17          0.08 0.21  0.21
Crit Volume:              73          729          273          295
Crit Moves:      ****          ****          ****          ****
*****

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*****
Intersection #137 Topanga Canyon Blvd/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.825
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              D
*****
Street Name:          Topanga Canyon Blvd          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Split Phase          Split Phase
Rights:                  Ignore          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0
Lanes:                   0      0      2      0      1          1      0      1      1      0          0      0      1!      0      0          1      1      0      1      0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0 1511      312          77 1717      27          0      0      0          551      22      52
Growth Adj:              1.00 1.00      1.00          1.00 1.00      1.00          1.00 1.00      1.00          1.00 1.00      1.00
Initial Bse:              0 1511      312          77 1717      27          0      0      0          551      22      52
User Adj:                1.00 1.00      0.00          1.00 1.00      1.00          1.00 1.00      1.00          1.00 1.00      1.00
PHF Adj:                  1.00 1.00      0.00          1.00 1.00      1.00          1.00 1.00      1.00          1.00 1.00      1.00
PHF Volume:              0 1511      0          77 1717      27          0      0      0          551      22      52
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              0 1511      0          77 1717      27          0      0      0          551      22      52
PCE Adj:                 1.00 1.00      0.00          1.00 1.00      1.00          1.00 1.00      1.00          1.00 1.00      1.00
MLF Adj:                  1.00 1.00      0.00          1.00 1.00      1.00          1.00 1.00      1.00          1.10 1.00      1.00
FinalVolume:              0 1511      0          77 1717      27          0      0      0          606      22      52
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425      1425          1425 1425      1425          1425 1425      1425          1425 1425      1425
Adjustment:              1.00 1.00      1.00          1.00 1.00      1.00          1.00 1.00      1.00          1.00 1.00      1.00
Lanes:                   0.00 2.00      1.00          1.00 1.97      0.03          0.00 1.00      0.00          2.00 0.30      0.70
Final Sat.:              0 2850      1425          1425 2806      44          0 1425      0          2850      424      1001
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.53      0.00          0.05 0.61      0.61          0.00 0.00      0.00          0.21 0.05      0.05
Crit Volume:              756          872          0          303
Crit Moves:
*****

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```

*****
Intersection #138 Canoga Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.681
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          B
*****
Street Name:          Canoga Ave          Parthenia St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             26  658  219          68  763  17          54  427  126          298  705  217
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          26  658  219          68  763  17          54  427  126          298  705  217
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           26  658  219          68  763  17          54  427  126          298  705  217
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          26  658  219          68  763  17          54  427  126          298  705  217
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          26  658  219          68  763  17          54  427  126          298  705  217
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.50  0.50          1.00 1.96  0.04          1.00 2.00  1.00          1.00 1.53  0.47
Final Sat.:           1500 2251  749          1500 2935  65          1500 3000  1500          1500 2294  706
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.29  0.29          0.05 0.26  0.26          0.04 0.14  0.08          0.20 0.31  0.31
Crit Volume:          439          68          54          461
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #139 De Soto Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.852
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        97          Level Of Service:          D
*****
Street Name:          De Soto Ave          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              59 1241    72    83 1457    143    100 641    69    104 1016    155
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           59 1241    72    83 1457    143    100 641    69    104 1016    155
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            59 1241    72    83 1457    143    100 641    69    104 1016    155
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           59 1241    72    83 1457    143    100 641    69    104 1016    155
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:           59 1241    72    83 1457    143    100 641    69    104 1016    155
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.84    0.16    1.00 2.73    0.27    1.00 1.81    0.19    1.00 1.74    0.26
Final Sat.:            1500 4253    247    1500 4098    402    1500 2708    292    1500 2603    397
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.04 0.29    0.29    0.06 0.36    0.36    0.07 0.24    0.24    0.07 0.39    0.39
Crit Volume:           59          533          100          586
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #140 Fallbrook Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.861
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        134          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             101  248  395          46  185  47          32  674  189          449  720  229
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          101  248  395          46  185  47          32  674  189          449  720  229
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           101  248  395          46  185  47          32  674  189          449  720  229
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          101  248  395          46  185  47          32  674  189          449  720  229
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          101  248  395          46  185  47          32  674  189          449  720  229
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1425 2850  1425          1425 2850  1425          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.09  0.28          0.03 0.06  0.03          0.02 0.24  0.13          0.32 0.25  0.16
Crit Volume:          395    46          337    449
Crit Moves:           ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #141 Shoup Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.871
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       112          Level Of Service:          D
*****
Street Name:          Shoup Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1        1  0  0  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             90  144  422          14  291          19          23 1046          94  348 1249          9
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:           90  144  422          14  291          19          23 1046          94  348 1249          9
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           90  144  422          14  291          19          23 1046          94  348 1249          9
Reduct Vol:           0    0    0            0    0          0            0    0          0            0    0          0
Reduced Vol:          90  144  422          14  291          19          23 1046          94  348 1249          9
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          90  144  422          14  291          19          23 1046          94  348 1249          9
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 1.00  1.00        1.00 0.94  0.06        1.00 2.00  1.00        1.00 2.00  1.00
Final Sat.:           1500 1500  1500        1500 1408          92        1500 3000  1500        1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.10  0.28        0.01 0.21  0.21        0.02 0.35  0.06        0.23 0.42  0.01
Crit Volume:          422          14          523          348
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #142 Canoga Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.843
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        145          Level Of Service:          D
*****
Street Name:          Canoga Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             75  620   84          65 1113   84          129 901   41          134 966  102
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          75  620   84          65 1113   84          129 901   41          134 966  102
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           75  620   84          65 1113   84          129 901   41          134 966  102
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          75  620   84          65 1113   84          129 901   41          134 966  102
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          75  620   84          65 1113   84          129 901   41          134 966  102
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.76  0.24          1.00 1.86  0.14          1.00 2.87  0.13          1.00 2.71  0.29
Final Sat.:          1375 2422  328          1375 2557  193          1375 3945  180          1375 3731  394
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.26  0.26          0.05 0.44  0.44          0.09 0.23  0.23          0.10 0.26  0.26
Crit Volume:          75          599          129          356
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #143 De Soto Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.699
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          B
*****
Street Name:          De Soto Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  1  0          2  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              51  808    38          68 1268    146          311 530    19          106 835    39
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:           51  808    38          68 1268    146          311 530    19          106 835    39
User Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           51  808    38          68 1268    146          311 530    19          106 835    39
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          51  808    38          68 1268    146          311 530    19          106 835    39
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.00          1.10 1.00    1.00          1.10 1.00    1.00          1.10 1.00    1.00
FinalVolume:          56  808    38          75 1268    146          342 530    19          117 835    39
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375          1375 1375    1375          1375 1375    1375          1375 1375    1375
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                2.00 2.87    0.13          2.00 2.69    0.31          2.00 2.90    0.10          2.00 2.87    0.13
Final Sat.:          2750 3940    185          2750 3699    426          2750 3982    143          2750 3941    184
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.21    0.21          0.03 0.34    0.34          0.12 0.13    0.13          0.04 0.21    0.21
Crit Volume:          28          471          171          291
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #144 Mason Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.789
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Mason Ave          Roscoe Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  1  1  0    1  0  1  1  0    1  0  2  1  0    1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             77  795    72    75 1090    158    134  902    65    78  925    121
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          77  795    72    75 1090    158    134  902    65    78  925    121
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           77  795    72    75 1090    158    134  902    65    78  925    121
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          77  795    72    75 1090    158    134  902    65    78  925    121
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          77  795    72    75 1090    158    134  902    65    78  925    121
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.83    0.17    1.00 1.75    0.25    1.00 2.80    0.20    1.00 2.65    0.35
Final Sat.:          1500 2751    249    1500 2620    380    1500 4198    302    1500 3979    521
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.29    0.29    0.05 0.42    0.42    0.09 0.21    0.21    0.05 0.23    0.23
Crit Volume:          77          624    134          349
Crit Moves:          ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #145 Winnetka Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.772
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:              C
*****
Street Name:          Winnetka Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             98  833  165          96 1007  119          138  810   75  126  841  125
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           98  833  165          96 1007  119          138  810   75  126  841  125
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           98  833  165          96 1007  119          138  810   75  126  841  125
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          98  833  165          96 1007  119          138  810   75  126  841  125
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          98  833  165          96 1007  119          138  810   75  126  841  125
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.75  0.25  1.00 2.61  0.39
Final Sat.:          1375 2750  1375          1375 2750  1375          1375 3775   350  1375 3591  534
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.30  0.12          0.07 0.37  0.09          0.10 0.21  0.21  0.09 0.23  0.23
Crit Volume:          98          504          138          322
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #146 Fallbrook Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.595
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Fallbrook Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             91  611  122          29  831  40          67  481  212          146  374  52
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          91  611  122          29  831  40          67  481  212          146  374  52
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           91  611  122          29  831  40          67  481  212          146  374  52
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          91  611  122          29  831  40          67  481  212          146  374  52
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          91  611  122          29  831  40          67  481  212          146  374  52
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.76  0.24
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 2634  366
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.20  0.08          0.02 0.28  0.03          0.04 0.16  0.14          0.10 0.14  0.14
Crit Volume:          91          416          240          146
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #147 Shoup Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.595
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Shoup Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             79  600   38        64  730   15        52  476   107   203  535   69
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          79  600   38        64  730   15        52  476   107   203  535   69
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           79  600   38        64  730   15        52  476   107   203  535   69
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          79  600   38        64  730   15        52  476   107   203  535   69
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          79  600   38        64  730   15        52  476   107   203  535   69
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 1.96  0.04      1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:          1500 3000  1500      1500 2940   60      1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.20  0.03      0.04 0.25  0.25      0.03 0.16  0.07  0.14 0.18  0.05
Crit Volume:          79          373          238          203
Crit Moves:          ****          ****          ****          ****
*****

```

Existing AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #148 Mason Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.942
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Mason Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             100  630   28   122 1188   140   126  929   89   110  956   91
Growth Adj:           1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          100  630   28   122 1188   140   126  929   89   110  956   91
User Adj:             1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           100  630   28   122 1188   140   126  929   89   110  956   91
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          100  630   28   122 1188   140   126  929   89   110  956   91
PCE Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          100  630   28   122 1188   140   126  929   89   110  956   91
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500 1500 1500   1500 1500   1500 1500 1500 1500
Adjustment:           1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00 1.00 1.00 1.00
Lanes:               1.00 1.91   0.09 1.00 1.79   0.21 1.00 1.83   0.17 1.00 1.83   0.17
Final Sat.:          1500 2872   128 1500 2684   316 1500 2738   262 1500 2739   261
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.22   0.22 0.08 0.44   0.44 0.08 0.34   0.34 0.07 0.35   0.35
Crit Volume:          100          664   126          524
Crit Moves:          ****          ****   ****          ****
*****

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Existing AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #149 Winnetka Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.823
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          D
*****
Street Name:          Winnetka Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:            105  768  127          135 1028  123          99  882  114          94  911  121
Growth Adj:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:         105  768  127          135 1028  123          99  882  114          94  911  121
User Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:          105  768  127          135 1028  123          99  882  114          94  911  121
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         105  768  127          135 1028  123          99  882  114          94  911  121
PCE Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:         105  768  127          135 1028  123          99  882  114          94  911  121
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:              1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.77  0.23          1.00 1.77  0.23
Final Sat.:          1500 3000  1500          1500 3000  1500          1500 2657  343          1500 2648  352
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.07 0.26  0.08          0.09 0.34  0.08          0.07 0.33  0.33          0.06 0.34  0.34
Crit Volume:         105          514          99          516
Crit Moves:          ****          ****          ****          ****
*****

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

```

*****
Intersection #150 Fallbrook Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.785
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        67          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             123  732  172          95 1111  130          126  751  178          124  689  69
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          123  732  172          95 1111  130          126  751  178          124  689  69
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           123  732  172          95 1111  130          126  751  178          124  689  69
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          123  732  172          95 1111  130          126  751  178          124  689  69
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          123  732  172          95 1111  130          126  751  178          124  689  69
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.24  0.11          0.06 0.37  0.09          0.08 0.25  0.12          0.08 0.23  0.05
Crit Volume:          123          556          376          124
Crit Moves:          ****          ****          ****          ****
*****

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Existing AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #151 Winnetka Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.915
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             85  751    84    128 1157    111    104  918    135    161 1168    139
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          85  751    84    128 1157    111    104  918    135    161 1168    139
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           85  751    84    128 1157    111    104  918    135    161 1168    139
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          85  751    84    128 1157    111    104  918    135    161 1168    139
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          85  751    84    128 1157    111    104  918    135    161 1168    139
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.80    0.20    1.00 1.82    0.18    1.00 2.62    0.38    1.00 2.68    0.32
Final Sat.:           1375 2473    277    1375 2509    241    1375 3596    529    1375 3686    439
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.30    0.30    0.09 0.46    0.46    0.08 0.26    0.26    0.12 0.32    0.32
Crit Volume:          85          634          104          436
Crit Moves:          ****          ****          ****          ****
*****

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Existing AM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #152 Woodlake Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.385
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    1    0          0    1    0    1    0          0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              44    134    58          65    185    79          53    476    45          55    386    50
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           44    134    58          65    185    79          53    476    45          55    386    50
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           44    134    58          65    185    79          53    476    45          55    386    50
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          44    134    58          65    185    79          53    476    45          55    386    50
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          44    134    58          65    185    79          106    476    45          110    386    50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.37 1.14 0.49 0.40 1.12 0.48 0.20 1.66 0.14 0.25 1.57 0.18
Final Sat.:           559 1703 737 593 1687 720 305 2480 215 378 2347 275
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.08 0.08 0.11 0.11 0.11 0.17 0.19 0.21 0.15 0.16 0.18
Crit Volume:          44          165          314          55
Crit Moves:          ****          ****          ****          ****
*****

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Existing PM Peak Hour
City of Los Angeles
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Scenario Report

Scenario:	Exist PM
Command:	Exist PM
Volume:	Exist PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Existing PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #1 Vanowen/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.066
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Cyn Blvd          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             149 1628   138   167 1176   122   108 663    63   101 714   146
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          149 1628   138   167 1176   122   108 663    63   101 714   146
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           149 1628   138   167 1176   122   108 663    63   101 714   146
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          149 1628   138   167 1176   122   108 663    63   101 714   146
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          149 1628   138   167 1176   122   108 663    63   101 714   146
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.72   0.28   1.00 2.00   1.00   1.00 1.66   0.34
Final Sat.:           1425 2850   1425   1425 3873   402   1425 2850   1425   1425 2366   484
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.57   0.10   0.12 0.30   0.30   0.08 0.23   0.04   0.07 0.30   0.30
Crit Volume:          814          167          108          430
Crit Moves:           ****          ****          ****          ****
*****

```

Existing PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #2 Vanowen/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.940
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted      Permitted      Permitted      Permitted
Rights:                  Include      Include      Include      Include
Min. Green:             0      0      0      0      0      0      0      0      0      0
Lanes:                  1  0  2  0  1      1  0  2  0  1      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               176 1348   253   132 890   117   171 769   64   121 740   125
Growth Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:            176 1348   253   132 890   117   171 769   64   121 740   125
User Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:                1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:            176 1348   253   132 890   117   171 769   64   121 740   125
Reduct Vol:             0      0      0      0      0      0      0      0      0      0
Reduced Vol:           176 1348   253   132 890   117   171 769   64   121 740   125
PCE Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:           176 1348   253   132 890   117   171 769   64   121 740   125
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 2.00   1.00   1.00 2.00   1.00   1.00 1.85   0.15   1.00 1.71   0.29
Final Sat.:           1500 3000   1500   1500 3000   1500   1500 2770   230   1500 2566   434
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.45   0.17   0.09 0.30   0.08   0.11 0.28   0.28   0.08 0.29   0.29
Crit Volume:           674      132      171      433
Crit Moves:            ****      ****      ****      ****
*****

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Existing PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #3 Vanowen/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.979
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             49 1474    114    107  875    198    161 1315    90    101  851    132
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          49 1474    114    107  875    198    161 1315    90    101  851    132
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           49 1474    114    107  875    198    161 1315    90    101  851    132
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          49 1474    114    107  875    198    161 1315    90    101  851    132
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          49 1474    114    107  875    198    161 1315    90    101  851    132
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.78    0.22    1.00 2.45    0.55    1.00 2.00    1.00    1.00 1.73    0.27
Final Sat.:           1425 3968    307    1425 3486    789    1425 2850    1425    1425 2467    383
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.37    0.37    0.08 0.25    0.25    0.11 0.46    0.06    0.07 0.34    0.34
Crit Volume:          529          107          658          101
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #4 Victory/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.990
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Topanga Cyn Blvd          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              174 1528    351    234 1045    113    146 814    152    284 840    220
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           174 1528    351    234 1045    113    146 814    152    284 840    220
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           174 1528    351    234 1045    113    146 814    152    284 840    220
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          174 1528    351    234 1045    113    146 814    152    284 840    220
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:          174 1528    351    234 1045    113    161 814    152    312 840    220
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.44    0.56    1.00 2.71    0.29    2.00 2.53    0.47    2.00 2.00    1.00
Final Sat.:           1375 3354    771    1375 3722    403    2750 3476    649    2750 2750    1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.13 0.46    0.46    0.17 0.28    0.28    0.06 0.23    0.23    0.11 0.31    0.16
Crit Volume:           626          234          80          420
Crit Moves:            ****          ****          ****          ****
*****

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```

*****
Intersection #5 Victory/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.946
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             160 1407   339   121 862   129   122 1207   160   190 1054   196
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          160 1407   339   121 862   129   122 1207   160   190 1054   196
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           160 1407   339   121 862   129   122 1207   160   190 1054   196
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          160 1407   339   121 862   129   122 1207   160   190 1054   196
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          160 1407   339   121 862   129   122 1207   160   190 1054   196
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.42   0.58   1.00 2.61   0.39   1.00 2.65   0.35   1.00 3.00   1.00
Final Sat.:           1425 3445   830   1425 3719   556   1425 3775   500   1425 4275   1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.41   0.41   0.08 0.23   0.23   0.09 0.32   0.32   0.13 0.25   0.14
Crit Volume:          582   121          456   190
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #6 Victory/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.984
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl              Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              66 1130    415    102 786    172    407 1725    120    220 1013    110
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           66 1130    415    102 786    172    407 1725    120    220 1013    110
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            66 1130    415    102 786    172    407 1725    120    220 1013    110
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           66 1130    415    102 786    172    407 1725    120    220 1013    110
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:           66 1130    415    102 786    172    448 1725    120    242 1013    110
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.19    0.81    1.00 2.46    0.54    2.00 2.80    0.20    2.00 3.00    1.00
Final Sat.:            1375 3017    1108    1375 3384    741    2750 3857    268    2750 4125    1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.37    0.37    0.07 0.23    0.23    0.16 0.45    0.45    0.09 0.25    0.08
Crit Volume:           515          102          615    121
Crit Moves:            ****          ****          ****    ****
*****

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*****
Intersection #7 Erwin/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.747
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            176 1773    122    116 1281    44    112 160    67    177 380    141
Growth Adj:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:         176 1773    122    116 1281    44    112 160    67    177 380    141
User Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:          176 1773    122    116 1281    44    112 160    67    177 380    141
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         176 1773    122    116 1281    44    112 160    67    177 380    141
PCE Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:         176 1773    122    116 1281    44    112 160    67    177 380    141
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:              1.00 2.81    0.19    1.00 2.90    0.10    1.00 1.41    0.59    1.00 1.46    0.54
Final Sat.:          1500 4210    290    1500 4351    149    1500 2115    885    1500 2188    812
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.12 0.42    0.42    0.08 0.29    0.29    0.07 0.08    0.08    0.12 0.17    0.17
Crit Volume:                632    116                112                261
Crit Moves:                ****                ****                ****
*****

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*****
Intersection #8 Erwin/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.563
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             79  714    52    140  445    226    124  317    54    60  294    100
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          79  714    52    140  445    226    124  317    54    60  294    100
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           79  714    52    140  445    226    124  317    54    60  294    100
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          79  714    52    140  445    226    124  317    54    60  294    100
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          79  714    52    140  445    226    124  317    54    60  294    100
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 1.86    0.14    1.00 1.33    0.67    1.00 1.71    0.29    1.00 1.49    0.51
Final Sat.:          1500 2796    204    1500 1990    1010    1500 2563    437    1500 2239    761
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.26    0.26    0.09 0.22    0.22    0.08 0.12    0.12    0.04 0.13    0.13
Crit Volume:          383    140          124          197
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #9 Erwin/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.650
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Canoga Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Prot+Permit        Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    1    0    1    0    2    1    0    1    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             174 1670      87      29 1156      118      151 222      146      86 225      96
Growth Adj:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:          174 1670      87      29 1156      118      151 222      146      86 225      96
User Adj:             1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:           174 1670      87      29 1156      118      151 222      146      86 225      96
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          174 1670      87      29 1156      118      151 222      146      86 225      96
PCE Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:          174 1670      87      29 1156      118      151 222      146      86 225      96
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                1.00 2.85      0.15      1.00 2.72      0.28      1.00 1.21      0.79      1.00 1.40      0.60
Final Sat.:           1425 4063      212      1425 3879      396      1425 1719      1131      1425 1998      852
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.41      0.41      0.02 0.30      0.30      0.11 0.13      0.13      0.06 0.11      0.11
Crit Volume:          586      29          151          161
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #10 Erwin/Variel
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.364
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Variel Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             29  352    20          84  185    112          154  320    55          33  193    50
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          29  352    20          84  185    112          154  320    55          33  193    50
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           29  352    20          84  185    112          154  320    55          33  193    50
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          29  352    20          84  185    112          154  320    55          33  193    50
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          29  352    20          84  185    112          154  320    55          33  193    50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 1.89    0.11          1.00 1.25    0.75          1.00 1.71    0.29          1.00 1.59    0.41
Final Sat.:          1500 2839    161          1500 1869    1131          1500 2560    440          1500 2383    617
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.12    0.12          0.06 0.10    0.10          0.10 0.13    0.13          0.02 0.08    0.08
Crit Volume:          186    84          154          122
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #11 Erwin/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.548
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Street Name:          De Soto Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  1! 0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             101 1745          29          19 1075          174          185          10          244          10          9          10
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          101 1745          29          19 1075          174          185          10          244          10          9          10
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           101 1745          29          19 1075          174          185          10          244          10          9          10
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          101 1745          29          19 1075          174          185          10          244          10          9          10
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.10 1.00          1.10          1.00 1.00          1.00
FinalVolume:          101 1745          29          19 1075          174          204          10          268          10          9          10
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.95          0.05          1.00 2.58          0.42          1.27 0.06          1.67          1.00 1.00          1.00
Final Sat.:           1425 4205          70          1425 3679          596          1805          89          2381          1425 1425          1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.41          0.41          0.01 0.29          0.29          0.11 0.11          0.11          0.01 0.01          0.01
Crit Volume:          591          19          161          10
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #12 Oxnard/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.846
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        121          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             171 1750   188          85 1301   87   140 458   142   246 652   139
Growth Adj:           1.00 1.00   1.00          1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          171 1750   188          85 1301   87   140 458   142   246 652   139
User Adj:             1.00 1.00   1.00          1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00          1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           171 1750   188          85 1301   87   140 458   142   246 652   139
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          171 1750   188          85 1301   87   140 458   142   246 652   139
PCE Adj:              1.00 1.00   1.00          1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00          1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          171 1750   188          85 1301   87   140 458   142   246 652   139
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425          1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00          1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.71   0.29          1.00 2.81   0.19   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           1425 3860   415          1425 4007   268   1425 2850   1425   1425 2850   1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.45   0.45          0.06 0.32   0.32   0.10 0.16   0.10   0.17 0.23   0.10
Crit Volume:          646    85          229    246
Crit Moves:           ****    ****          ****    ****
*****

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```

*****
Intersection #13 Oxnard/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.694
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          Canoga Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             172 1647   108          83 1217   93   179 484   139   97 318   69
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          172 1647   108          83 1217   93   179 484   139   97 318   69
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           172 1647   108          83 1217   93   179 484   139   97 318   69
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          172 1647   108          83 1217   93   179 484   139   97 318   69
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          172 1647   108          83 1217   93   179 484   139   97 318   69
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.82   0.18   1.00 2.79   0.21   1.00 2.00   1.00   1.00 1.64   0.36
Final Sat.:           1500 4223   277   1500 4181   319   1500 3000   1500   1500 2465   535
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.39   0.39   0.06 0.29   0.29   0.12 0.16   0.09   0.06 0.13   0.13
Crit Volume:          585          83          179          194
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #14 Oxnard/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.711
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          C
*****
Street Name:          De Soto Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             118 1632  163          42 1133  170          209 400  223          26 194  20
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          118 1632  163          42 1133  170          209 400  223          26 194  20
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           118 1632  163          42 1133  170          209 400  223          26 194  20
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          118 1632  163          42 1133  170          209 400  223          26 194  20
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          118 1632  163          42 1133  170          209 400  223          26 194  20
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.73  0.27          1.00 2.61  0.39          1.00 1.00  1.00          1.00 1.81  0.19
Final Sat.:           1500 4091  409          1500 3913  587          1500 1500  1500          1500 2720  280
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.40  0.40          0.03 0.29  0.29          0.14 0.27  0.15          0.02 0.07  0.07
Crit Volume:          598          42          400          26
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #15 Califa/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.620
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          Topanga Cyn Blvd          Califa St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    2    1    0          1    0    3    0    0          0    0    0    0    0          0    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0 2099          70          21 1720          0          0    0    0          1    0    139
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 2099          70          21 1720          0          0    0    0          1    0    139
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 2099          70          21 1720          0          0    0    0          1    0    139
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 2099          70          21 1720          0          0    0    0          1    0    139
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:           0 2099          70          21 1720          0          0    0    0          1    0    139
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 2.90 0.10 1.00 3.00 0.00 0.00 0.00 0.00 0.01 0.00 0.99
Final Sat.:            0 4137          138 1425 4275          0          0    0    0          10    0    1415
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.51 0.51 0.01 0.40 0.00 0.00 0.00 0.00 0.10 0.00 0.10
Crit Volume:           723          21          0          140
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #16 Califa/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.364
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             13  391    39          97  474    15          31   84    60    152  91    203
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          13  391    39          97  474    15          31   84    60    152  91    203
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           13  391    39          97  474    15          31   84    60    152  91    203
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13  391    39          97  474    15          31   84    60    152  91    203
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          13  391    39          97  474    15          31   84    60    152  91    203
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 1.82  0.18    1.00 1.94  0.06    1.00 1.17  0.83    1.00 1.00  1.00
Final Sat.:          1500 2728  272    1500 2908    92    1500 1750  1250    1500 1500  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.14  0.14    0.06 0.16  0.16    0.02 0.05  0.05    0.10 0.06  0.14
Crit Volume:          215    97          31          203
Crit Moves:           ****    ****          ****          ****
*****

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*****
Intersection #17 Califa/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.669
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          Canoga Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    1    0          1    0    2    1    0          1    0    1    0    1          1    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             140 1654    106          42 1430    39          164 101    262    112 101    74
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          140 1654    106          42 1430    39          164 101    262    112 101    74
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           140 1654    106          42 1430    39          164 101    262    112 101    74
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          140 1654    106          42 1430    39          164 101    262    112 101    74
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          140 1654    106          42 1430    39          164 101    262    112 101    74
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.82    0.18          1.00 2.92    0.08          1.00 1.00    1.00    1.00 1.15    0.85
Final Sat.:           1500 4229    271          1500 4381    119          1500 1500    1500    1500 1731    1269
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.39    0.39          0.03 0.33    0.33          0.11 0.07    0.17    0.07 0.06    0.06
Crit Volume:          140          490          262    112
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #18 Califa/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.631
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Street Name:          De Soto Ave          Califa St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  0          0  0  2  1  0          0  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              71 2027          0    0 1472          43    0    0 223          0    0    0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           71 2027          0    0 1472          43    0    0 223          0    0    0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           71 2027          0    0 1472          43    0    0 223          0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          71 2027          0    0 1472          43    0    0 223          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          71 2027          0    0 1472          43    0    0 223          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 0.00 0.00 2.91 0.09 0.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 4275          0    0 4154          121    0    0 1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.47 0.00 0.00 0.35 0.35 0.00 0.00 0.16 0.00 0.00 0.00
Crit Volume:          676          0          223          0
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #19 Burbank/US-101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.578
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          A
*****
Street Name:          US-101 WB On-Ramp          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    1    1    0          2    0    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          0    0    0          0    338    42    1151    509    0
Growth Adj:            1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:           0    0    0          0    0    0          0    338    42    1151    509    0
User Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          0    338    42    1151    509    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    0    0          0    0    0          0    338    42    1151    509    0
PCE Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.10 1.00 1.00
FinalVolume:           0    0    0          0    0    0          0    338    42    1266    509    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425    1425 1425 1425    1425 1425 1425    1425 1425 1425
Adjustment:            1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00    0.00 1.00 0.00    1.00 1.78 0.22    2.00 1.00 0.00
Final Sat.:            0    0    0          0    1425    0          1425 2535    315    2850 1425    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00    0.00 0.00 0.00    0.00 0.13 0.13    0.44 0.36 0.00
Crit Volume:           0          0          190          633
Crit Moves:
*****

```

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```

*****
Intersection #20 Burbank/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.894
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       176          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  3  0  1          1  0  3  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             323 2021    296          48 1185    372          55 168    147    324 937    66
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          323 2021    296          48 1185    372          55 168    147    324 937    66
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           323 2021    296          48 1185    372          55 168    147    324 937    66
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          323 2021    296          48 1185    372          55 168    147    324 937    66
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          323 2021    296          48 1185    372          55 168    147    324 937    66
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 3.00    1.00          1.00 3.00    1.00          1.00 1.07    0.93    1.00 1.87    0.13
Final Sat.:           1425 4275    1425          1425 4275    1425          1425 1520    1330    1425 2662    188
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.23 0.47    0.21    0.03 0.28    0.26    0.04 0.11    0.11    0.23 0.35    0.35
Crit Volume:          323          395          55          502
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #21 Burbank/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.740
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             92    96    116    160    34    435    191    395    62    49    631    153
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          92    96    116    160    34    435    191    395    62    49    631    153
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           92    96    116    160    34    435    191    395    62    49    631    153
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          92    96    116    160    34    435    191    395    62    49    631    153
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          92    96    116    160    34    435    191    395    62    49    631    153
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 0.45 0.55 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.61 0.39
Final Sat.:           1500 679 821 1500 1500 1500 1500 3000 1500 1500 2415 585
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.14 0.14 0.11 0.02 0.29 0.13 0.13 0.04 0.03 0.26 0.26
Crit Volume:          92          435    191          392
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #22 Burbank/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.723
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        67          Level Of Service:          C
*****
Street Name:          Canoga Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permit+Prot          Prot+Permit          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:            155 1392    76          81 1186    167          117 273    217          157 614    140
Growth Adj:          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:         155 1392    76          81 1186    167          117 273    217          157 614    140
User Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:          155 1392    76          81 1186    167          117 273    217          157 614    140
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         155 1392    76          81 1186    167          117 273    217          157 614    140
PCE Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:         155 1392    76          81 1186    167          117 273    217          157 614    140
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:              1.00 2.84    0.16          1.00 2.63    0.37          1.00 2.00    1.00          1.00 2.00    1.00
Final Sat.:          1425 4054    221          1425 3747    528          1425 2850    1425          1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.11 0.34    0.34          0.06 0.32    0.32          0.08 0.10    0.15          0.11 0.22    0.10
Crit Volume:         155          451          117          307
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #23 Burbank(N)/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.669
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          De Soto Ave          Burbank Blvd (N)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  0          0  0  2  1  0          2  0  0  0  2          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             69 1260          0    0 1663  154  599  0  476          0    0    0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:          69 1260          0    0 1663  154  599  0  476          0    0    0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:           69 1260          0    0 1663  154  599  0  476          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          69 1260          0    0 1663  154  599  0  476          0    0    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.10 1.00  1.10 1.00 1.00
FinalVolume:          69 1260          0    0 1663  154  659  0  524          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 3.00  0.00  0.00 2.75  0.25 2.00  0.00  2.00 0.00 0.00
Final Sat.:           1500 4500          0    0 4119  381 3000  0 3000          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.28  0.00  0.00 0.40  0.40 0.22  0.00  0.17 0.00 0.00
Crit Volume:          69          606          329          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #24 US-101 WB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.533
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 WB Off-Ramp
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0    0    2    0    0          0    0    4    0    0          0    0    0    0    0          1    0    0    0    2
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    808          0          0    1676          0          0    0    0          226    0    693
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    808          0          0    1676          0          0    0    0          226    0    693
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    808          0          0    1676          0          0    0    0          226    0    693
Reduct Vol:           0    0          0          0    0          0          0    0    0          0    0    0
Reduced Vol:          0    808          0          0    1676          0          0    0    0          226    0    693
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume:          0    808          0          0    1676          0          0    0    0          226    0    762
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.:           0    3000          0          0    6000          0          0    0    0          1500    0    3000
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.27 0.00 0.00 0.28 0.00 0.00 0.00 0.00 0.15 0.00 0.25
Crit Volume:          0          419          0          381
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #25 US-101 WB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.751
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        75          Level Of Service:          C
*****
Street Name:          De Soto Ave          US-101 WB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1    0    2    0    0          0    0    4    0    1          0    0    0    0    0          1    0    1!    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:              226    977          0          0    1372    576          0    0    0          261    0    469
Growth Adj:            1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:           226    977          0          0    1372    576          0    0    0          261    0    469
User Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:               1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:            226    977          0          0    1372    576          0    0    0          261    0    469
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           226    977          0          0    1372    576          0    0    0          261    0    469
PCE Adj:               1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:               1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.10    1.00    1.10
FinalVolume:           226    977          0          0    1372    576          0    0    0          287    0    516
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:            1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                 1.00    2.00    0.00    0.00    4.00    1.00    0.00    0.00    0.00    1.07    0.01    1.92
Final Sat.:            1425    2850          0          0    5700    1425          0    0    0          1528    0    2747
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.16    0.34    0.00    0.00    0.24    0.40    0.00    0.00    0.00    0.19    0.00    0.19
Crit Volume:           226          576          0          268
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #26 US-101 EB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.631
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Street Name:          Canoga Ave          US-101 EB On-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   0      0      2      0      1          2      0      2      0      0          0      0      0      0      0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0      802      305          906      1015          0          0      0      0          0      0      0
Growth Adj:              1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:              0      802      305          906      1015          0          0      0      0          0      0      0
User Adj:                1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:                  1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:              0      802      305          906      1015          0          0      0      0          0      0      0
Reduct Vol:              0      0      0          0      0          0          0      0      0          0      0      0
Reduced Vol:              0      802      305          906      1015          0          0      0      0          0      0      0
PCE Adj:                  1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:                  1.00      1.00      1.00          1.10      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:              0      802      305          997      1015          0          0      0      0          0      0      0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425      1425      1425          1425      1425          1425      1425      1425      1425      1425      1425      1425
Adjustment:              1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:                    0.00      2.00      1.00          2.00      2.00          0.00      0.00      0.00      0.00      0.00      0.00      0.00
Final Sat.:              0      2850      1425          2850      2850          0          0      0      0          0      0      0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00      0.28      0.21          0.35      0.36          0.00      0.00      0.00      0.00      0.00      0.00      0.00
Crit Volume:              401          498          0          0
Crit Moves:              ****          ****
*****

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```

*****
Intersection #27 US-101 EB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.687
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          B
*****
Street Name:          De Soto Ave          US-101 EB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    3    0    1          2    0    2    0    0          1    1    0    0    1          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    719    234    838    755    0    505    2    214    0    0    0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0    719    234    838    755    0    505    2    214    0    0    0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0    719    234    838    755    0    505    2    214    0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    719    234    838    755    0    505    2    214    0    0    0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:           0    719    234    922    755    0    556    2    214    0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 3.00 1.00 2.00 2.00 0.00 1.99 0.01 1.00 0.00 0.00 0.00
Final Sat.:            0 4275 1425 2850 2850    0 2840 10 1425    0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.17 0.16 0.32 0.26 0.00 0.20 0.20 0.15 0.00 0.00 0.00
Crit Volume:           240          461          279          0
Crit Moves:            ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #28 Topanga Canyon Blvd/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.940
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Topanga Canyon Blvd          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             10 1620   140   112 1484   43    82   54    8   356 119   166
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          10 1620   140   112 1484   43    82   54    8   356 119   166
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           10 1620   140   112 1484   43    82   54    8   356 119   166
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          10 1620   140   112 1484   43    82   54    8   356 119   166
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          10 1620   140   112 1484   43    82   54    8   356 119   166
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.00   1.00   1.00 0.87   0.13   1.00 1.00   1.00
Final Sat.:           1425 2850   1425   1425 2850   1425   1425 1241   184   1425 1425   1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.57   0.10   0.08 0.52   0.03   0.06 0.04   0.04   0.25 0.08   0.12
Crit Volume:          810          112          62          356
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #29 Topanga Canyon Blvd/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.311
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              224  852  224          169 1210  846          620 883  79          355 784  100
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           224  852  224          169 1210  846          620 883  79          355 784  100
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           224  852  224          169 1210  846          620 883  79          355 784  100
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          224  852  224          169 1210  846          620 883  79          355 784  100
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          224  852  224          169 1210  846          682 883  79          391 784  100
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00          1.00 2.00  1.00          2.00 2.00  1.00          2.00 2.00  1.00
Final Sat.:            1375 2750  1375          1375 2750  1375          2750 2750  1375          2750 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.16 0.31  0.16          0.12 0.44  0.62          0.25 0.32  0.06          0.14 0.29  0.07
Crit Volume:           224          846          341          392
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #30 Topanga Canyon Blvd/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.270
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             115 1777    222    199 1138    156    107 1070    113    105 1049    182
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          115 1777    222    199 1138    156    107 1070    113    105 1049    182
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           115 1777    222    199 1138    156    107 1070    113    105 1049    182
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          115 1777    222    199 1138    156    107 1070    113    105 1049    182
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          115 1777    222    199 1138    156    107 1070    113    105 1049    182
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.81    0.19    1.00 1.70    0.30
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 2578    272    1425 2429    421
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.62    0.16    0.14 0.40    0.11    0.08 0.42    0.42    0.07 0.43    0.43
Crit Volume:          889          199          107          616
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #31 Shoup Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.942
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  1  0        1  0  2  0  1        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              151 1245    91    117 662    143    199 1149    124    53 527    60
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           151 1245    91    117 662    143    199 1149    124    53 527    60
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           151 1245    91    117 662    143    199 1149    124    53 527    60
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          151 1245    91    117 662    143    199 1149    124    53 527    60
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          151 1245    91    117 662    143    199 1149    124    53 527    60
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 1.86    0.14    1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:          1500 2796    204    1500 3000    1500    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.45    0.45    0.08 0.22    0.10    0.13 0.38    0.08    0.04 0.18    0.04
Crit Volume:          668          117          575          53
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #32 Topanga Canyon Blvd/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.195
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              154 1618    295    119 1156    126    255 1131    151    259 1003    146
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           154 1618    295    119 1156    126    255 1131    151    259 1003    146
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            154 1618    295    119 1156    126    255 1131    151    259 1003    146
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           154 1618    295    119 1156    126    255 1131    151    259 1003    146
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:           154 1618    295    119 1156    126    281 1131    151    285 1003    146
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.00    1.00    1.00 2.00    1.00    2.00 2.00    1.00    2.00 1.75    0.25
Final Sat.:            1375 2750    1375    1375 2750    1375    2750 2750    1375    2750 2401    349
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.59    0.21    0.09 0.42    0.09    0.10 0.41    0.11    0.10 0.42    0.42
Crit Volume:           809          119          140          575
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #33 Owensmouth Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.708
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             89  368  155          62  278  68          69 1059  78  102  989  65
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          89  368  155          62  278  68          69 1059  78  102  989  65
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           89  368  155          62  278  68          69 1059  78  102  989  65
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          89  368  155          62  278  68          69 1059  78  102  989  65
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          89  368  155          62  278  68          69 1059  78  102  989  65
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.61  0.39          1.00 2.00  1.00  1.00 1.88  0.12
Final Sat.:           1500 1500  1500          1500 2410  590          1500 3000  1500  1500 2815  185
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.25  0.10          0.04 0.12  0.12          0.05 0.35  0.05  0.07 0.35  0.35
Crit Volume:          368          62          530          102
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #34 Canoga Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.111
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Canoga Ave          Sherman Way
Approach:              North Bound        South Bound        East Bound        West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include            Include            Include            Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  1  1  0      1  0  2  0  1      1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               123 1380   174   105 812   145   137 1290   180   140 1238   141
Growth Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:            123 1380   174   105 812   145   137 1290   180   140 1238   141
User Adj:                1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:             123 1380   174   105 812   145   137 1290   180   140 1238   141
Reduct Vol:              0      0      0      0      0      0      0      0      0      0
Reduced Vol:            123 1380   174   105 812   145   137 1290   180   140 1238   141
PCE Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:            123 1380   174   105 812   145   137 1290   180   140 1238   141
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                   1.00 1.78   0.22   1.00 1.70   0.30   1.00 2.00   1.00   1.00 2.69   0.31
Final Sat.:             1500 2664   336   1500 2545   455   1500 3000   1500   1500 4040   460
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.08 0.52   0.52   0.07 0.32   0.32   0.09 0.43   0.12   0.09 0.31   0.31
Crit Volume:              777          105          645          140
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #35 De Soto Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.037
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              111 1594    269          99 926    144          167 1666    141          156 974    126
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:           111 1594    269          99 926    144          167 1666    141          156 974    126
User Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           111 1594    269          99 926    144          167 1666    141          156 974    126
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          111 1594    269          99 926    144          167 1666    141          156 974    126
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          111 1594    269          99 926    144          167 1666    141          156 974    126
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                 1.00 2.57    0.43          1.00 2.60    0.40          1.00 2.77    0.23          1.00 3.00    1.00
Final Sat.:           1425 3658    617          1425 3700    575          1425 3941    334          1425 4275    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.44    0.44          0.07 0.25    0.25          0.12 0.42    0.42          0.11 0.23    0.09
Crit Volume:           621    99          602    156
Crit Moves:            ****    ****          ****    ****
*****

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

```

*****
Intersection #36 Fallbrook Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.743
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    1    1    0    2    0    1    1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             118 1092    156          92 952    237    173 631    133    138 607    142
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          118 1092    156          92 952    237    173 631    133    138 607    142
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           118 1092    156          92 952    237    173 631    133    138 607    142
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          118 1092    156          92 952    237    173 631    133    138 607    142
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          118 1092    156          92 952    237    173 631    133    138 607    142
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           1500 3000    1500    1500 3000    1500    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.36    0.10    0.06 0.32    0.16    0.12 0.21    0.09    0.09 0.20    0.09
Crit Volume:          546          92          173          304
Crit Moves:           ****          ****          ****          ****
*****

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

```

*****
Intersection #37 Shoup Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.825
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        82          Level Of Service:          D
*****
Street Name:          Shoup Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  1  1  0      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             128 1393      86      52 639      107      146 711      90      88 636      108
Growth Adj:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:          128 1393      86      52 639      107      146 711      90      88 636      108
User Adj:             1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:           128 1393      86      52 639      107      146 711      90      88 636      108
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          128 1393      86      52 639      107      146 711      90      88 636      108
PCE Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:          128 1393      86      52 639      107      146 711      90      88 636      108
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                1.00 2.00      1.00      1.00 2.00      1.00      1.00 1.78      0.22      1.00 2.00      1.00
Final Sat.:           1500 3000      1500      1500 3000      1500      1500 2663      337      1500 3000      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.46      0.06      0.03 0.21      0.07      0.10 0.27      0.27      0.06 0.21      0.07
Crit Volume:          697          52          401          88
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #38 Owensmouth Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.732
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             108  626  291          90  402  134          111 1091          85  150  817  100
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          108  626  291          90  402  134          111 1091          85  150  817  100
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           108  626  291          90  402  134          111 1091          85  150  817  100
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          108  626  291          90  402  134          111 1091          85  150  817  100
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          108  626  291          90  402  134          111 1091          85  150  817  100
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 1.50  0.50          1.00 2.00  1.00  1.00 1.78  0.22
Final Sat.:           1500 3000  1500          1500 2250  750          1500 3000  1500  1500 2673  327
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.21  0.19          0.06 0.18  0.18          0.07 0.36  0.06  0.10 0.31  0.31
Crit Volume:           313          90          546          150
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #39 Variel Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.693
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          Variel Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             108    3    87          15    4    10          11 1544    32          38 1015    15
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          108    3    87          15    4    10          11 1544    32          38 1015    15
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           108    3    87          15    4    10          11 1544    32          38 1015    15
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          108    3    87          15    4    10          11 1544    32          38 1015    15
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          108    3    87          15    4    10          11 1544    32          38 1015    15
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.55 0.01  0.44          0.52 0.14  0.34          1.00 1.96  0.04          1.00 1.97  0.03
Final Sat.:           818    23    659          776  207    517          1500 2939    61          1500 2956    44
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.13  0.13          0.02 0.02  0.02          0.01 0.53  0.53          0.03 0.34  0.34
Crit Volume:          198          15          788          38
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #40 Topanga Canyon Blvd/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.633
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              19 1671    73          80 1272    47          97    8    10    126    16    61
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
Initial Bse:           19 1671    73          80 1272    47          97    8    10    126    16    61
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
PHF Volume:           19 1671    73          80 1272    47          97    8    10    126    16    61
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          19 1671    73          80 1272    47          97    8    10    126    16    61
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
FinalVolume:          19 1671    73          80 1272    47          97    8    10    126    16    61
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425 1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
Lanes:                1.00 2.87    0.13    1.00 2.89    0.11    0.84 0.07    0.09 1.00 1.00    1.00
Final Sat.:          1425 4096    179    1425 4123    152    1202    99    124    1425 1425    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.41    0.41    0.06 0.31    0.31    0.08 0.08    0.08 0.09 0.01    0.04
Crit Volume:           581          80          115          126
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #41 Woodlake Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.557
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          1  0  1  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              71  111    92    37  34    34    29  806    34    66  922    69
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           71  111    92    37  34    34    29  806    34    66  922    69
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           71  111    92    37  34    34    29  806    34    66  922    69
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          71  111    92    37  34    34    29  806    34    66  922    69
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          71  111    92    37  34    34    29  806    34    66  922    69
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.26 0.40  0.34  1.00 1.00  1.00  1.00 1.92  0.08  1.00 1.86  0.14
Final Sat.:          389  608  504  1500 1500  1500  1500 2879  121  1500 2791  209
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.18  0.18  0.02 0.02  0.02  0.02 0.28  0.28  0.04 0.33  0.33
Crit Volume:          274          37          29          496
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #42 Fallbrook Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.760
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             305 1011    106    201 976    119    200 738    140    84 970    190
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          305 1011    106    201 976    119    200 738    140    84 970    190
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           305 1011    106    201 976    119    200 738    140    84 970    190
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          305 1011    106    201 976    119    200 738    140    84 970    190
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          305 1011    106    201 976    119    200 738    140    84 970    190
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.67    0.33    1.00 2.52    0.48    1.00 2.51    0.49
Final Sat.:           1425 2850    1425    1425 3810    465    1425 3593    682    1425 3575    700
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.21 0.35    0.07    0.14 0.26    0.26    0.14 0.21    0.21    0.06 0.27    0.27
Crit Volume:          506          201          293          84
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #43 Shoup Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.955
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Victory Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             187 1332   107   104 689    89    98 811   124    88 868   154
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          187 1332   107   104 689    89    98 811   124    88 868   154
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           187 1332   107   104 689    89    98 811   124    88 868   154
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          187 1332   107   104 689    89    98 811   124    88 868   154
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          187 1332   107   104 689    89    98 811   124    88 868   154
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 1.85   0.15   1.00 1.77   0.23   1.00 1.73   0.27   1.00 1.70   0.30
Final Sat.:           1500 2777   223   1500 2657   343   1500 2602   398   1500 2548   452
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.48   0.48   0.07 0.26   0.26   0.07 0.31   0.31   0.06 0.34   0.34
Crit Volume:          720          104          98          511
Crit Moves:           ****          ****          ****          ****
*****

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Existing PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #44 Westfield Way (Pvt)/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.564
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          Westfield Way (Pvt)          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    1    0    0    1          1    0    2    1    0          1    0    3    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              60    6    76    121    5    151    151 1117    60    37 1323    138
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           60    6    76    121    5    151    151 1117    60    37 1323    138
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            60    6    76    121    5    151    151 1117    60    37 1323    138
Reduct Vol:            0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:           60    6    76    121    5    151    151 1117    60    37 1323    138
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:           60    6    76    121    5    151    151 1117    60    37 1323    138
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.91 0.09 1.00 0.96 0.04 1.00 1.00 2.85 0.15 1.00 3.00 1.00
Final Sat.:            1295 130 1425 1368 57 1425 1425 4057 218 1425 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.05 0.05 0.09 0.09 0.11 0.11 0.28 0.28 0.03 0.31 0.10
Crit Volume:           60          151    151          441
Crit Moves:           ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #45 Owensmouth Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.829
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        133          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  3  0  1          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             193  913  192          201  526  173          93 1086          74  100 1169  154
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          193  913  192          201  526  173          93 1086          74  100 1169  154
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           193  913  192          201  526  173          93 1086          74  100 1169  154
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          193  913  192          201  526  173          93 1086          74  100 1169  154
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          193  913  192          201  526  173          93 1086          74  100 1169  154
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:           1375 2750  1375          1375 2750  1375          1375 4125  1375  1375 4125  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.33  0.14          0.15 0.19  0.13          0.07 0.26  0.05  0.07 0.28  0.11
Crit Volume:          457          201          93          390
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #46 Variel Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.815
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78          Level Of Service:          D
*****
Street Name:          Variel Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    0          0    0    0    0          0    0    2    1    0          1    0    3    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             203    0    453          0    0    0          0 1798    189    107 1199          0
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          203    0    453          0    0    0          0 1798    189    107 1199          0
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           203    0    453          0    0    0          0 1798    189    107 1199          0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          203    0    453          0    0    0          0 1798    189    107 1199          0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          203    0    453          0    0    0          0 1798    189    107 1199          0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 0.00 1.00          0.00 0.00 0.00          0.00 2.71 0.29 1.00 3.00 0.00
Final Sat.:           1500    0 1500          0    0    0          0 4072    428 1500 4500          0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.00 0.30          0.00 0.00 0.00          0.00 0.44 0.44 0.07 0.27 0.00
Crit Volume:          453          0          662          107
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #47 Mason Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.828
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        108          Level Of Service:          D
*****
Street Name:          Mason Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Protected        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  1  1  0        1  0  2  0  1        1  0  3  0  1        1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             109  213  100      152  157  228      472 2058  137      47 1246  212
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          109  213  100      152  157  228      472 2058  137      47 1246  212
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           109  213  100      152  157  228      472 2058  137      47 1246  212
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          109  213  100      152  157  228      472 2058  137      47 1246  212
PCE Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          109  213  100      152  157  228      472 2058  137      47 1246  212
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.77 1.52  0.71      1.00 2.00  1.00      1.00 3.00  1.00      1.00 3.00  1.00
Final Sat.:           1104 2158  1013      1425 2850  1425      1425 4275  1425      1425 4275  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.10  0.10      0.11 0.06  0.16      0.33 0.48  0.10      0.03 0.29  0.15
Crit Volume:           141          152          472          415
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #48 Owensmouth Ave/Canyon Creek Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.535
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Canyon Creek Rd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             256  874    0          0  650    50          51    0  156          0    0    0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          256  874    0          0  650    50          51    0  156          0    0    0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           256  874    0          0  650    50          51    0  156          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          256  874    0          0  650    50          51    0  156          0    0    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          256  874    0          0  650    50          51    0  156          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  0.00  0.00 1.86  0.14  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:          1425 2850    0          0 2646  204  1425    0 1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.31  0.00  0.00 0.25  0.25  0.04 0.00  0.11  0.00 0.00  0.00
Crit Volume:          256          350          156          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #49 Shoup Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.833
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        111          Level Of Service:          D
*****
Street Name:          Shoup Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Split Phase      Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      0  0  1! 0  0      1  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             17 1314      81   123 794      10      6   5   8   139   9   347
Growth Adj:           1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          17 1314      81   123 794      10      6   5   8   139   9   347
User Adj:             1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           17 1314      81   123 794      10      6   5   8   139   9   347
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          17 1314      81   123 794      10      6   5   8   139   9   347
PCE Adj:              1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          17 1314      81   123 794      10      6   5   8   153   9   347
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.88      0.12 1.00 1.98 0.02 0.32 0.26 0.42 1.89 0.11 1.00
Final Sat.:           1425 2685      165 1425 2815      35   450 375   600 2692 158 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.49      0.49 0.09 0.28 0.28 0.01 0.01 0.01 0.06 0.06 0.24
Crit Volume:          698   123          19          347
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #50 Shoup Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.024
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  2  0  1      1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             102 1084   135   132 691   47     92 1243   76    54 703   158
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          102 1084   135   132 691   47     92 1243   76    54 703   158
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           102 1084   135   132 691   47     92 1243   76    54 703   158
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          102 1084   135   132 691   47     92 1243   76    54 703   158
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          102 1084   135   132 691   47     92 1243   76    54 703   158
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 1.78   0.22   1.00 1.87   0.13   1.00 2.00   1.00   1.00 1.00   1.00
Final Sat.:           1500 2668   332   1500 2809   191   1500 3000   1500   1500 1500   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.41   0.41   0.09 0.25   0.25   0.06 0.41   0.05   0.04 0.47   0.11
Crit Volume:          610    132          92          703
Crit Moves:           ****      ****      ****      ****
*****

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*****
Intersection #51 Owensmouth Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.432
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             126  416  111          89  328          90          60  443          38          59  471  122
Growth Adj:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:          126  416  111          89  328          90          60  443          38          59  471  122
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           126  416  111          89  328          90          60  443          38          59  471  122
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          126  416  111          89  328          90          60  443          38          59  471  122
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          126  416  111          89  328          90          60  443          38          59  471  122
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500          1500  1500  1500          1500  1500  1500          1500  1500  1500
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:               1.00  1.58  0.42          1.00  1.57  0.43          1.00  2.00  1.00          1.00  2.00  1.00
Final Sat.:           1500  2368  632          1500  2354  646          1500  3000  1500          1500  3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08  0.18  0.18          0.06  0.14  0.14          0.04  0.15  0.03          0.04  0.16  0.08
Crit Volume:          264          89          60          236
Crit Moves:           ****          ****          ****          ****
*****

```

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```

*****
Intersection #52
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.740
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1 1 0      1 0 1 1 0      1 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      65 1132      47      95 616      80      109 196      36      31 235      81
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      65 1132      47      95 616      80      109 196      36      31 235      81
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      65 1132      47      95 616      80      109 196      36      31 235      81
Reduct Vol:      0 0 0      0      0 0 0      0      0 0 0      0      0 0 0      0
Reduced Vol:      65 1132      47      95 616      80      109 196      36      31 235      81
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      65 1132      47      95 616      80      109 196      36      31 235      81
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 1.92      0.08      1.00 1.77      0.23      1.00 1.00      1.00      1.00 0.74      0.26
Final Sat.:      1500 2880      120      1500 2655      345      1500 1500      1500      1500 1116      384
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.04 0.39      0.39      0.06 0.23      0.23      0.07 0.13      0.02      0.02 0.21      0.21
Crit Volume:      590      95      109      316
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #53 Shoup Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.184
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Protected        Split Phase      Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  0  1  0        1  1  0  0  1        1  0  2  0  1        1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              58  475  143      363  133  251      142  937  51      104  1296  615
Growth Adj:            1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
Initial Bse:           58  475  143      363  133  251      142  937  51      104  1296  615
User Adj:              1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
PHF Volume:           58  475  143      363  133  251      142  937  51      104  1296  615
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          58  475  143      363  133  251      142  937  51      104  1296  615
PCE Adj:              1.00  1.00  1.00      4.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00      1.10  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
FinalVolume:          58  475  143      399  133  251      142  937  51      104  1296  615
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425  1425  1425      1425  1425  1425      1425  1425  1425      1425  1425  1425
Adjustment:           1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
Lanes:                0.17  1.41  0.42      1.50  0.50  1.00      1.00  2.00  1.00      1.00  3.00  1.00
Final Sat.:           245  2003  603      2138  712  1425      1425  2850  1425      1425  4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.24  0.24  0.24      0.19  0.19  0.18      0.10  0.33  0.04      0.07  0.30  0.43
Crit Volume:          338          266          468          615
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #54 US-101 EB/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.666
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:          US-101 EB On Ramp          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Ignore          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    0    0    1          0    0    0    0    0          1    1    1    0    0          0    0    2    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    0    1050          0    0    0          542    927    0          0    1254    72
Growth Adj:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:          0    0    1050          0    0    0          542    927    0          0    1254    72
User Adj:             1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:           0    0    0          0    0    0          542    927    0          0    1254    72
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    0    0          0    0    0          542    927    0          0    1254    72
PCE Adj:              1.00    1.00    0.00          1.00    1.00    1.00          6.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.10    1.00    1.00          1.00    1.00    1.00
FinalVolume:          0    0    0          0    0    0          596    927    0          0    1254    72
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425          1425    1425    1425          1425    1425    1425          1425    1425    1425
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                0.00    0.00    1.00          0.00    0.00    0.00          1.17    1.83    0.00          0.00    2.84    0.16
Final Sat.:           0    0    1425          0    0    0          1673    2602    0          0    4043    232
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00    0.00    0.00          0.00    0.00    0.00          0.36    0.36    0.00          0.00    0.31    0.31
Crit Volume:          0          0          508          442
Crit Moves:
*****

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*****
Intersection #55
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.704
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Ignore      Ignore      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 3 0 0      0 0 3 0 0      0 0 0 0 1      0 0 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2008      0 0 1705      0 0 0 515      0 0 0 607
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 2008      0 0 1705      0 0 0 515      0 0 0 607
User Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:   0 2008      0 0 1705      0 0 0 0      0 0 0 607
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 2008      0 0 1705      0 0 0 0      0 0 0 607
PCE Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.10
FinalVolume:  0 2008      0 0 1705      0 0 0 0      0 0 0 668
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 3.00 0.00 0.00 3.00 0.00 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:   0 4275      0 0 4275      0 0 0 1425      0 0 0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.47 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.00 0.00 0.23
Crit Volume:   669      0      0      334
Crit Moves:    ****      ****      ****
*****

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*****
Intersection #56
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.991
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 1      1 0 2 1 0      2 0 2 1 0      2 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      208 1321      348      242 870      88      620 907      125      204 678      325
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      208 1321      348      242 870      88      620 907      125      204 678      325
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      208 1321      348      242 870      88      620 907      125      204 678      325
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      208 1321      348      242 870      88      620 907      125      204 678      325
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.10 1.00      1.00
FinalVolume:      208 1321      348      242 870      88      682 907      125      224 678      325
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      1.00      1.00 2.72      0.28      2.00 2.64      0.36      2.00 2.00      1.00
Final Sat.:      1375 4125      1375      1375 3746      379      2750 3625      500      2750 2750      1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.15 0.32      0.25      0.18 0.23      0.23      0.25 0.25      0.25      0.08 0.25      0.24
Crit Volume:      440      242      341      339
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #57
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.828
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        108          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 0 1      2 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      174      318      49      253      372      350      530      1002      150      87      1027      243
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      174      318      49      253      372      350      530      1002      150      87      1027      243
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      174      318      49      253      372      350      530      1002      150      87      1027      243
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      174      318      49      253      372      350      530      1002      150      87      1027      243
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00
FinalVolume:      174      318      49      253      372      350      583      1002      150      87      1027      243
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      1.73      0.27      1.00      1.00      1.00      2.00      2.61      0.39      1.00      3.00      1.00
Final Sat.:      1425      2469      381      1425      1425      1425      2850      3718      557      1425      4275      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.12      0.13      0.13      0.18      0.26      0.25      0.20      0.27      0.27      0.06      0.24      0.17
Crit Volume:      174          372          292          342
Crit Moves:      ****          ****          ****          ****
*****

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*****
Intersection #58
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.832
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        110          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Split Phase      Split Phase      Protected      Permitted
Rights:         Include          Include          Include          Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:          1  0  1  1  0      2  0  1  0  1      1  0  2  1  0      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:        56  184      72  437  222      329  307  984      66  54 1056      421
Growth Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:      56  184      72  437  222      329  307  984      66  54 1056      421
User Adj:        1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:         1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:      56  184      72  437  222      329  307  984      66  54 1056      421
Reduct Vol:      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      56  184      72  437  222      329  307  984      66  54 1056      421
PCE Adj:         1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:         1.00 1.00      1.00 1.10 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:      56  184      72  481  222      329  307  984      66  54 1056      421
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:          1.00 1.44      0.56 2.00 1.00      1.00 1.00 2.81      0.19 1.00 3.00      1.00
Final Sat.:      1425 2048      802 2850 1425      1425 1425 4006      269 1425 4275      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.04 0.09      0.09 0.17 0.16      0.23 0.22 0.25      0.25 0.04 0.25      0.30
Crit Volume:      128          329      307          421
Crit Moves:      ****          ****      ****          ****
*****

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*****
Intersection #59
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.546
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      6 1453      1      9 1170      12      37 6 7      13 12 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 1453      1      9 1170      12      37 6 7      13 12 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 1453      1      9 1170      12      37 6 7      13 12 3
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 6 1453      1      9 1170      12      37 6 7      13 12 3
PCE Adj: 6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 36 1453      1      54 1170      12      37 6 7      13 12 3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.99 0.01 0.02 1.96 0.02 0.74 0.12 0.14 0.46 0.43 0.11
Final Sat.: 13 2985      2      24 2947      29      1110 180 210      696 643 161
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.48 0.49 0.50 0.38 0.40 0.41 0.03 0.03 0.03 0.02 0.02 0.02
Crit Volume: 745 9 37 28
Crit Moves: **** **** **** ****
*****

```

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```

*****
Intersection #60
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.425
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      2      1      0      1      0      1      1      0      0      0      1!      0      0      0      1      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      3 1664      1      15 924      2      35      0      19      13      0      12
Growth Adj:  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:  3 1664      1      15 924      2      35      0      19      13      0      12
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:  3 1664      1      15 924      2      35      0      19      13      0      12
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:  3 1664      1      15 924      2      35      0      19      13      0      12
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:  3 1664      1      15 924      2      35      0      19      13      0      12
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.99      0.01      1.00 1.99      0.01      0.65 0.00      0.35      1.00 0.00      1.00
Final Sat.:  1500 4497      3      1500 2994      6      972      0      528      1500      0      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.37      0.37      0.01 0.31      0.31      0.04 0.00      0.04      0.01 0.00      0.01
Crit Volume:      555      15      54      13
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #61 De Soto Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.540
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          De Soto Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             78 1546          51    35 952          50    65 28    113    36    9    38
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          78 1546          51    35 952          50    65 28    113    36    9    38
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           78 1546          51    35 952          50    65 28    113    36    9    38
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78 1546          51    35 952          50    65 28    113    36    9    38
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          78 1546          51    35 952          50    65 28    113    36    9    38
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.90          0.10 1.00 2.85          0.15 0.31 0.14          0.55 0.43 0.11          0.46
Final Sat.:           1500 4356          144    1500 4275          225    473 204    823    651 163    687
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.35          0.35 0.02 0.22          0.22 0.14 0.14          0.14 0.06 0.06          0.06
Crit Volume:          532    35          206    36
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #62
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.434
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      10      0      10
Lanes:      1      0      2      1      0      1      0      3      0      0      0      0      1!      0      0      1      0      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1894      6      6 1392      0      0      0      0      11      0      12
Growth Adj:  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:  0 1894      6      6 1392      0      0      0      0      11      0      12
User Adj:    1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:     1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:  0 1894      6      6 1392      0      0      0      0      11      0      12
Reduct Vol:  0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:  0 1894      6      6 1392      0      0      0      0      11      0      12
PCE Adj:     1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:     1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:  0 1894      6      6 1392      0      0      0      0      11      0      12
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:       1.00 2.99      0.01      1.00 3.00      0.00      0.00 1.00      0.00      1.00 0.00      1.00
Final Sat.:  1500 4486      14      1500 4500      0      0      1500      0      1500      0      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.42      0.42      0.00 0.31      0.00      0.00 0.00      0.00      0.01 0.00      0.01
Crit Volume:      633      6      0      11
Crit Moves:      ****      ****      ****
*****

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*****
Intersection #63 Canoga Ave/Trillium Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.587
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          Trillium Dwy (Pvt)
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Split Phase      Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    2    1    0    2    0    3    0    0    0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1788      87      87 1196      0      0    0    0    197    0    110
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          0 1788      87      87 1196      0      0    0    0    197    0    110
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           0 1788      87      87 1196      0      0    0    0    197    0    110
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          0 1788      87      87 1196      0      0    0    0    197    0    110
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:          0 1788      87      96 1196      0      0    0    0    217    0    110
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.86  0.14  2.00 3.00  0.00  0.00 0.00  0.00  1.33 0.00  0.67
Final Sat.:           1425 4077  198  2850 4275      0      0    0    0    1890    0    960
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.44  0.44  0.03 0.28  0.00  0.00 0.00  0.00  0.11 0.00  0.11
Crit Volume:          625          48          0          163
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #64 De Soto Ave/Warner Center Lane (Pvt)/Serrania Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.525
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          De Soto Ave          Warner Center Lane (Pvt)/Serrania
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  3  0  1      1  0  2  1  0      0  0  1! 0  0      0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               11 2019      36      31 1608      22      14      0      68      1      2      13
Growth Adj:             1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:            11 2019      36      31 1608      22      14      0      68      1      2      13
User Adj:                1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:             11 2019      36      31 1608      22      14      0      68      1      2      13
Reduct Vol:              0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:            11 2019      36      31 1608      22      14      0      68      1      2      13
PCE Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:            11 2019      36      31 1608      22      14      0      68      1      2      13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:             1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                   1.00 3.00      1.00      1.00 2.96      0.04      0.17 0.00      0.83      0.06 0.12      0.82
Final Sat.:             1500 4500      1500      1500 4439      61      256      0      1244      94      188      1219
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.01 0.45      0.02      0.02 0.36      0.36      0.05 0.00      0.05      0.01 0.01      0.01
Crit Volume:              673              31              82              1
Crit Moves:              ****              ****              ****              ****
*****

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*****
Intersection #65 Canoga AveWarner Ranch Rd (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.515
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Canoga Ave          Warner Ranch Rd (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          1  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             11 1469    23          52 1715    14          0    0    7          18    0    185
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          11 1469    23          52 1715    14          0    0    7          18    0    185
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           11 1469    23          52 1715    14          0    0    7          18    0    185
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          11 1469    23          52 1715    14          0    0    7          18    0    185
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          11 1469    23          52 1715    14          0    0    7          18    0    185
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.95    0.05          1.00 2.98    0.02          0.00 0.00    1.00          1.00 0.00    1.00
Final Sat.:           1500 4431    69          1500 4464    36          0    0    1500          1500    0    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.33    0.33          0.03 0.38    0.38          0.00 0.00    0.00          0.01 0.00    0.12
Crit Volume:          11          576          0          185
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #66
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.634
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      77 1332      77 136 1831      51 124 33 112      56 5 84
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 77 1332      77 136 1831      51 124 33 112      56 5 84
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 77 1332      77 136 1831      51 124 33 112      56 5 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 1332      77 136 1831      51 124 33 112      56 5 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 77 1332      77 136 1831      51 136 33 112      56 5 84
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.84 0.16 1.00 2.92 0.08 2.00 1.00 1.00 1.00 0.06 0.94
Final Sat.: 1375 3900 225 1375 4013 112 2750 1375 1375 1375 77 1298
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.06 0.34 0.34 0.10 0.46 0.46 0.05 0.02 0.08 0.04 0.06 0.06
Crit Volume: 77 627 112 56
Crit Moves: **** **** **** ****
*****

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*****
Intersection #67 Owensmouth Ave/Promenade Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.309
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Promenade Dwy (Pvt)
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    1    0          1    0    1    1    0          0    1    0    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             51    732          2          1    535          67          45    2    61          34    4    11
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          51    732          2          1    535          67          45    2    61          34    4    11
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           51    732          2          1    535          67          45    2    61          34    4    11
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          51    732          2          1    535          67          45    2    61          34    4    11
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          51    732          2          1    535          67          45    2    61          34    4    11
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.99 0.01 1.00 1.78 0.22 0.83 0.17 1.00 1.00 0.55 0.45
Final Sat.:          1500 2992          8          1500 2666          334          1250 250 1500 1500 827 673
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.24 0.24 0.00 0.20 0.20 0.04 0.01 0.04 0.02 0.00 0.02
Crit Volume:          367          1          61          34
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #68 Owensmouth Ave/West Valley Way (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.467
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          West Valley Way (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    0          0    0    1    1    0          1    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             12 1003          0          0 649          12 199          0    65          0    0    0
Growth Adj:           1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          12 1003          0          0 649          12 199          0    65          0    0    0
User Adj:             1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           12 1003          0          0 649          12 199          0    65          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          12 1003          0          0 649          12 199          0    65          0    0    0
PCE Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          12 1003          0          0 649          12 199          0    65          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00          0.00 0.00 1.96 0.04 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1500 3000          0          0 2946          54 1500          0    1500          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.33          0.00 0.00 0.22 0.22 0.13 0.00 0.04 0.00 0.00 0.00
Crit Volume:          502          0          199          0
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #69 Canoga Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.376
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Canoga Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  2  1  0          1  0  2  0  0          0  0  0  0  0          1  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1644          15          0 1042          0          0    0    0          17    0    2
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1644          15          0 1042          0          0    0    0          17    0    2
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1644          15          0 1042          0          0    0    0          17    0    2
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1644          15          0 1042          0          0    0    0          17    0    2
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0 1644          15          0 1042          0          0    0    0          19    0    2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               0.00 2.97 0.03 1.00 2.00 0.00 0.00 0.00 0.00 1.81 0.00 0.19
Final Sat.:           0 4459          41          1500 3000          0          0    0    0          2710    0    290
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.37 0.37 0.00 0.35 0.00 0.00 0.00 0.00 0.01 0.00 0.01
Crit Volume:          553          0          0          10
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #70 AMC Dwy/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.498
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37          Level Of Service:          A
*****
Street Name:          AMC Dwy          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Permitted        Permitted
Rights:               Include           Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             64    4    66      69    1    64      155  406    40      39  701    111
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          64    4    66      69    1    64      155  406    40      39  701    111
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           64    4    66      69    1    64      155  406    40      39  701    111
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          64    4    66      69    1    64      155  406    40      39  701    111
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          64    4    66      69    1    64      155  406    40      39  701    111
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.48 0.03  0.49    0.99 0.01  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           681   43   702    1405  20  1425    1425 2850  1425    1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.09  0.09    0.05 0.05  0.04    0.11 0.14  0.03    0.03 0.25  0.08
Crit Volume:          134          70          155          351
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #71 Eton Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.715
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        65          Level Of Service:          C
*****
Street Name:          Eton Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                0  1  0  0  1      0  0  1! 0  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             34    0    60      4    1    8      2 1602    213      47 1121      0
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          34    0    60      4    1    8      2 1602    213      47 1121      0
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           34    0    60      4    1    8      2 1602    213      47 1121      0
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          34    0    60      4    1    8      2 1602    213      47 1121      0
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          34    0    60      4    1    8      2 1602    213      47 1121      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 0.00  1.00    0.31 0.08  0.61    1.00 1.77  0.23    1.00 2.00  0.00
Final Sat.:           1425    0  1425    438 110    877    1425 2516  334    1425 2850      0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.00  0.04    0.01 0.01  0.01    0.00 0.64  0.64    0.03 0.39  0.00
Crit Volume:          60    4          908          47
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #72 Independence Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.626
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Street Name:          Independence Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    0    1          0    0    1! 0    0          1    0    1    1    0          1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             4    0    55          17    1    19          29 1577          38    60 1106          39
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          4    0    55          17    1    19          29 1577          38    60 1106          39
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           4    0    55          17    1    19          29 1577          38    60 1106          39
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          4    0    55          17    1    19          29 1577          38    60 1106          39
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          4    0    55          17    1    19          29 1577          38    60 1106          39
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 0.00 1.00          0.46 0.03 0.51          1.00 1.95 0.05          1.00 2.00 1.00
Final Sat.:           1500    0 1500          689    41    770          1500 2929          71    1500 3000 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.04          0.02 0.02 0.02          0.02 0.54 0.54          0.04 0.37 0.03
Crit Volume:          55    17          808          60
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #73 Variel Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.127
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        16          Level Of Service:          A
*****
Street Name:          Variel Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             4    8    28          27   12   14          24   86    5    8   28   46
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          4    8    28          27   12   14          24   86    5    8   28   46
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           4    8    28          27   12   14          24   86    5    8   28   46
Reduct Vol:           0    0    0          0    0    0          0    0    0    0    0    0
Reduced Vol:          4    8    28          27   12   14          24   86    5    8   28   46
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          4    8    28          27   12   14          24   86    5    8   28   46
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.10 0.20  0.70          0.51 0.23  0.26          0.21 0.75  0.04  0.10 0.34  0.56
Final Sat.:           150   300  1050          764  340   396          313 1122   65   146  512   841
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.03  0.03          0.04 0.04  0.04          0.08 0.08  0.08  0.05 0.05  0.05
Crit Volume:          40          27          115    8
Crit Moves:           ****          ****          ****    ****
*****

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*****
Intersection #74 Variel Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.584
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Variel Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   0      1      0      1      0          0      1      0      1      0          0      1      0      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:                39      158      187          151      53      109          116      706          61          34      330          63
Growth Adj:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Initial Bse:              39      158      187          151      53      109          116      706          61          34      330          63
User Adj:                1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Adj:                  1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Volume:              39      158      187          151      53      109          116      706          61          34      330          63
Reduct Vol:               0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              39      158      187          151      53      109          116      706          61          34      330          63
PCE Adj:                  1.00      1.00      1.00          2.00      1.00      1.00          2.00      1.00      1.00          4.00      1.00      1.00
MLF Adj:                  1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
FinalVolume:              39      158      187          302      53      109          232      706          61          136      330          63
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500      1500      1500          1500      1500      1500          1500      1500      1500          1500      1500      1500
Adjustment:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Lanes:                   0.20      0.82      0.98          1.00      0.53      0.47          0.30      1.58      0.12          0.21      1.55      0.24
Final Sat.:              305      1234      1461          1500      795      705          454      2363      183          314      2329      357
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.13      0.13      0.13          0.10      0.07      0.15          0.26      0.30      0.33          0.11      0.14      0.18
Crit Volume:              192          151          500          34
Crit Moves:               ****          ****          ****          ****
*****

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*****
Intersection #75 Variel Ave/Califa St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.343
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Variel Ave          Califa St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                   0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:               11    20    5          68    3    49          241  139    3          1    52    48
Growth Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:            11    20    5          68    3    49          241  139    3          1    52    48
User Adj:                1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:                 1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:             11    20    5          68    3    49          241  139    3          1    52    48
Reduct Vol:              0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:            11    20    5          68    3    49          241  139    3          1    52    48
PCE Adj:                 1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:                 1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:            11    20    5          68    3    49          241  139    3          1    52    48
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500  1500  1500          1500  1500  1500          1500  1500  1500          1500  1500  1500
Adjustment:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                   0.30  0.56  0.14          0.57  0.02  0.41          0.63  0.36  0.01          0.01  0.51  0.48
Final Sat.:             458   833   208          850   38   613          944   544   12          15   772   713
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.02  0.02  0.02          0.08  0.08  0.08          0.26  0.26  0.26          0.07  0.07  0.07
Crit Volume:             11          120          383          1
Crit Moves:             ****          ****          ****          ****
*****

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

```

*****
Intersection #76 Warner Center Lane/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.294
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Warner Center Lane          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          62    0    131          38    744    0          0    335    14
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          62    0    131          38    744    0          0    335    14
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          62    0    131          38    744    0          0    335    14
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    0    0          62    0    131          38    744    0          0    335    14
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          62    0    131          38    744    0          0    335    14
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.32 0.00 0.68          1.00 3.00 0.00          0.00 1.92 0.08
Final Sat.:            0    0    0          482    0    1018          1500 4500    0          0    2880    120
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.13 0.00 0.13          0.03 0.17 0.00          0.00 0.12 0.12
Crit Volume:           0          193          248          0
Crit Moves:           *****          *****          *****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #77 De Soto/Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.560
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Street Name:          De Soto          Clark St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                0  0  1  1  0      0  0  5  0  0      0  0  0  0  0      0  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1500    61      0 2009    0      0    0    0      0    0    18
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          0 1500    61      0 2009    0      0    0    0      0    0    18
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           0 1500    61      0 2009    0      0    0    0      0    0    18
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          0 1500    61      0 2009    0      0    0    0      0    0    18
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          0 1500    61      0 2009    0      0    0    0      0    0    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.00 1.92  0.08    0.00 5.00  0.00    0.00 0.00  0.00    0.00 0.00  1.00
Final Sat.:           0 2739   111      0 7125    0      0    0    0      0    0  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.55  0.55    0.00 0.28  0.00    0.00 0.00  0.00    0.00 0.00  0.01
Crit Volume:          781          0          0          18
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #78 Warner Ranch Rd (Pvt)/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.318
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Warner Ranch Rd (Pvt)          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          1    0    0    0    1          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          190    0    178          14    464          0          0    474          24
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          190    0    178          14    464          0          0    474          24
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          190    0    178          14    464          0          0    474          24
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:           0    0    0          190    0    178          14    464          0          0    474          24
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          190    0    178          14    464          0          0    474          24
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          1.00 0.00 1.00          1.00 3.00 0.00          0.00 1.90 0.10
Final Sat.:            0    0    0          1425    0    1425          1425 4275          0          0    2713          137
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.13 0.00 0.12          0.01 0.11 0.00          0.00 0.17 0.17
Crit Volume:           0          190          14          249
Crit Moves:
*****

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*****
Intersection #79 Owensmouth Ave/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.289
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Marylee St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             25  390    17          9  642    33          37  3    28          3    0    12
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           25  390    17          9  642    33          37  3    28          3    0    12
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           25  390    17          9  642    33          37  3    28          3    0    12
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          25  390    17          9  642    33          37  3    28          3    0    12
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          25  390    17          9  642    33          37  3    28          3    0    12
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.92  0.08          1.00 1.90  0.10          0.55 0.04  0.41          0.20 0.00  0.80
Final Sat.:           1500 2875  125          1500 2853  147          816  66  618          300  0  1200
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.14  0.14          0.01 0.23  0.22          0.05 0.05  0.05          0.01 0.00  0.01
Crit Volume:          25          338          68          3
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #80 Topanga Canyon Blvd/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.571
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  2  1  0          1  0  3  0  0          0  0  0  0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 2131    34          66 1666    0          0    0    0          12    0    57
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           0 2131    34          66 1666    0          0    0    0          12    0    57
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            0 2131    34          66 1666    0          0    0    0          12    0    57
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 2131    34          66 1666    0          0    0    0          12    0    57
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           0 2131    34          66 1666    0          0    0    0          12    0    57
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.00 2.95  0.05          1.00 3.00  0.00          0.00 0.00  0.00          0.17 0.00  0.83
Final Sat.:            0 4429    71          1500 4500    0          0    0    0          261    0  1239
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.48  0.48          0.04 0.37  0.00          0.00 0.00  0.00          0.05 0.00  0.05
Crit Volume:           722          66          0          69
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #81 Topanga Canyon Blvd/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.542
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Calvert St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0          0      0      0          0      0      0
Lanes:                 1      0      2      1      0          1      0      2      1      0          0      0      0      0      1          0      0      0      0      2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             109 1887          91          48 1524          44          0      0      65          0      0      117
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          109 1887          91          48 1524          44          0      0      65          0      0      117
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           109 1887          91          48 1524          44          0      0      65          0      0      117
Reduct Vol:           0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:          109 1887          91          48 1524          44          0      0      65          0      0      117
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.10
FinalVolume:          109 1887          91          48 1524          44          0      0      65          0      0      129
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.86          0.14          1.00 2.92          0.08          0.00 0.00          1.00          0.00 0.00          2.00
Final Sat.:           1425 4078          197          1425 4155          120          0      0      1425          0      0      2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.46          0.46          0.03 0.37          0.37          0.00 0.00          0.05          0.00 0.00          0.05
Crit Volume:          659          48          65          0
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #82 Topanga Canyon Blvd/Bassett St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.507
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Bassett St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    2    1    0          0    0    1!    0    0          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             90 1878          0          0 1336          60          87          0          47          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           90 1878          0          0 1336          60          87          0          47          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           90 1878          0          0 1336          60          87          0          47          0    0    0
Reduct Vol:           0    0    0          0    0    0          0          0    0    0          0    0    0
Reduced Vol:          90 1878          0          0 1336          60          87          0          47          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          90 1878          0          0 1336          60          87          0          47          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 3.00          0.00          0.00 2.87          0.13          0.65 0.00          0.35          0.00 0.00          0.00
Final Sat.:           1500 4500          0          0 4307          193          974          0          526          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.42          0.00          0.00 0.31          0.31          0.09 0.00          0.09          0.00 0.00          0.00
Crit Volume:          626          0          0          134          0
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #83 Randi Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.431
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Randi Ave          Victory Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             31    13    37          3    6    36          22  964    52          54 1080    5
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          31    13    37          3    6    36          22  964    52          54 1080    5
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           31    13    37          3    6    36          22  964    52          54 1080    5
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          31    13    37          3    6    36          22  964    52          54 1080    5
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          31    13    37          3    6    36          22  964    52          54 1080    5
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.38 0.16  0.46          0.07 0.13  0.80          1.00 1.90  0.10          1.00 1.99  0.01
Final Sat.:           574  241  685          100  200 1200          1500 2846  154          1500 2986  14
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.05  0.05          0.03 0.03  0.03          0.01 0.34  0.34          0.04 0.36  0.36
Crit Volume:          81          3          508          54
Crit Moves:           ****          ****          ****          ****
*****

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Existing PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #84 Glade Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.286
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Glade Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    0    1    0    1    0    0    1    0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             43    30    54          54    21    46          12    188    17          33    520    26
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          43    30    54          54    21    46          12    188    17          33    520    26
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           43    30    54          54    21    46          12    188    17          33    520    26
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          43    30    54          54    21    46          12    188    17          33    520    26
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          2.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          43    30    54          54    21    46          24    188    17          33    520    26
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.59 0.41 1.00          0.72 0.28 1.00          0.12 1.73 0.15          0.11 1.80 0.09
Final Sat.:           884    616 1500          1080 420 1500          176 2602 223          171 2694 135
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.05 0.04          0.05 0.05 0.03          0.07 0.07 0.08          0.19 0.19 0.19
Crit Volume:          73          54          12          289
Crit Moves:           ****          ****          ****          ****
*****

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Existing PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #85 Randi Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.258
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19          Level Of Service:          A
*****
Street Name:          Randi Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             18    18    32        16    19    17        18  181    19        34  501    70
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          18    18    32        16    19    17        18  181    19        34  501    70
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           18    18    32        16    19    17        18  181    19        34  501    70
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          18    18    32        16    19    17        18  181    19        34  501    70
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          18    18    32        16    19    17        18  181    19        34  501    70
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                0.26 0.26  0.48        0.46 0.54  1.00        1.00 1.81  0.19        1.00 1.75  0.25
Final Sat.:           397  397  706        686  814  1500        1500 2715  285        1500 2632  368
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.05  0.05        0.02 0.02  0.01        0.01 0.07  0.07        0.02 0.19  0.19
Crit Volume:           68          16          18          286
Crit Moves:           ****          ****          ****          ****
*****

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Existing PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #86
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.014
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      40 2092      43 241 1053      160 334 51 53      41 20 257
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      40 2092      43 241 1053      160 334 51 53      41 20 257
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      40 2092      43 241 1053      160 334 51 53      41 20 257
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      40 2092      43 241 1053      160 334 51 53      41 20 257
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:      40 2092      43 241 1053      160 367 51 53      41 20 257
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 2.94 0.06 1.00 2.60 0.40 1.56 0.22 0.22 0.67 0.33 1.00
Final Sat.:      1425 4189 86 1425 3711 564 2221 308 320 958 467 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.03 0.50 0.50 0.17 0.28 0.28 0.17 0.17 0.17 0.04 0.04 0.18
Crit Volume:      712 241 236 257
Crit Moves:      **** **** **** ****
*****

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

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*****
Intersection #87 Jordan Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.590
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Jordan Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             54    56    50          52    22    70          48 1206    38          51 1009    40
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           54    56    50          52    22    70          48 1206    38          51 1009    40
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           54    56    50          52    22    70          48 1206    38          51 1009    40
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          54    56    50          52    22    70          48 1206    38          51 1009    40
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          54    56    50          52    22    70          48 1206    38          51 1009    40
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.34 0.35  0.31          0.36 0.15  0.49          1.00 1.94  0.06          1.00 1.92  0.08
Final Sat.:           506  525  469          542  229  729          1500 2908    92          1500 2886  114
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11  0.11          0.10 0.10  0.10          0.03 0.41  0.41          0.03 0.35  0.35
Crit Volume:          160    52          622    51
Crit Moves:           ****    ****          ****    ****
*****

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

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*****
Intersection #88 Remmet Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.594
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Remmet Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             25    65    88          25    14    34          36 1238          24    57 1026          40
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          25    65    88          25    14    34          36 1238          24    57 1026          40
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           25    65    88          25    14    34          36 1238          24    57 1026          40
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          25    65    88          25    14    34          36 1238          24    57 1026          40
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          25    65    88          25    14    34          36 1238          24    57 1026          40
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.14 0.37 0.49          0.34 0.19 0.47          1.00 1.96 0.04          1.00 1.92 0.08
Final Sat.:           211  548  742          514  288  699          1500 2943          57  1500 2887          113
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.12 0.12          0.05 0.05 0.05          0.02 0.42 0.42          0.04 0.36 0.36
Crit Volume:          178    25          631          57
Crit Moves:           ****          ****          ****          ****
*****

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

```

*****
Intersection #89 Variel Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.636
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Variel Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             59    67    32          92    56    25          82 1261    33          57 1032    62
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          59    67    32          92    56    25          82 1261    33          57 1032    62
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           59    67    32          92    56    25          82 1261    33          57 1032    62
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          59    67    32          92    56    25          82 1261    33          57 1032    62
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          59    67    32          92    56    25          82 1261    33          57 1032    62
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.37 0.43  0.20          0.54 0.32  0.14          1.00 1.95  0.05          1.00 2.00  1.00
Final Sat.:           560  636  304          798  486  217          1500 2923    77          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11  0.11          0.12 0.12  0.12          0.05 0.43  0.43          0.04 0.34  0.04
Crit Volume:           158          92          647          57
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #90 Owensmouth Ave/Gault St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.472
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Gault St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             35  558  37          31  400  26          13  26  53          27  26  51
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          35  558  37          31  400  26          13  26  53          27  26  51
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           35  558  37          31  400  26          13  26  53          27  26  51
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35  558  37          31  400  26          13  26  53          27  26  51
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          35  558  37          31  400  26          13  26  53          27  26  51
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.88  0.12          0.14 0.28  0.58          0.26 0.25  0.49
Final Sat.:           1500 1500  1500          1500 2817  183          212  424  864          389  375  736
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.37  0.02          0.02 0.14  0.14          0.06 0.06  0.06          0.07 0.07  0.07
Crit Volume:          558          31          92          27
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #91 Owensmouth Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.554
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             70  665   31   18  458   29   15  17   63   22  18   11
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          70  665   31   18  458   29   15  17   63   22  18   11
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           70  665   31   18  458   29   15  17   63   22  18   11
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          70  665   31   18  458   29   15  17   63   22  18   11
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          70  665   31   18  458   29   15  17   63   22  18   11
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 0.96  0.04  1.00 1.88  0.12  0.16 0.18  0.66  0.43 0.35  0.22
Final Sat.:           1500 1433   67   1500 2821  179   237 268   995   647 529   324
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.46  0.46  0.01 0.16  0.16  0.06 0.06  0.06  0.03 0.03  0.03
Crit Volume:          696   18          95   22
Crit Moves:           ****   ****          ****   ****
*****

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```

*****
Intersection #92 De Soto Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.450
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          De Soto Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             43 1576    63    38 1192    30    24    11    57    33    6    27
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          43 1576    63    38 1192    30    24    11    57    33    6    27
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           43 1576    63    38 1192    30    24    11    57    33    6    27
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          43 1576    63    38 1192    30    24    11    57    33    6    27
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          43 1576    63    38 1192    30    24    11    57    33    6    27
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.88    0.12    1.00 2.93    0.07    0.69 0.31    1.00    0.85 0.15    1.00
Final Sat.:           1500 4327    173    1500 4390    110    1029 471    1500    1269 231    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.36    0.36    0.03 0.27    0.27    0.02 0.02    0.04    0.03 0.03    0.02
Crit Volume:          546    38          57    33
Crit Moves:          ****    ****          ****    ****
*****

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*****
Intersection #93 Mason Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.768
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Mason Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    1    1    0    1    0    1    1    0    1    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             30    657    46    97    598    88    183    1252    42    56    906    76
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          30    657    46    97    598    88    183    1252    42    56    906    76
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           30    657    46    97    598    88    183    1252    42    56    906    76
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          30    657    46    97    598    88    183    1252    42    56    906    76
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          30    657    46    97    598    88    183    1252    42    56    906    76
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                1.00    1.87    0.13    1.00    1.74    0.26    1.00    1.94    0.06    1.00    1.85    0.15
Final Sat.:           1500    2804    196    1500    2615    385    1500    2903    97    1500    2768    232
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02    0.23    0.23    0.06    0.23    0.23    0.12    0.43    0.43    0.04    0.33    0.33
Crit Volume:          352    97          647          56
Crit Moves:           ****    ****          ****          ****
*****

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*****
Intersection #94
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.627
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      1      0      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      23      23      107      136      44      71      77      1198      58      75      1432      119
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      23      23      107      136      44      71      77      1198      58      75      1432      119
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      23      23      107      136      44      71      77      1198      58      75      1432      119
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      23      23      107      136      44      71      77      1198      58      75      1432      119
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      23      23      107      136      44      71      77      1198      58      75      1432      119
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.18      0.82      1.00      0.38      0.62      1.00      2.00      1.00      1.00      2.77      0.23
Final Sat.:      1500      265      1235      1500      574      926      1500      3000      1500      1500      4155      345
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02      0.09      0.09      0.09      0.08      0.08      0.05      0.40      0.04      0.05      0.34      0.34
Crit Volume:      130      136      599      75
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #95 Owensmouth Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.835
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        87          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1!  0  0          0  0  1!  0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             26  420    38    100  268    43    48 1185    13    70  894    42
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          26  420    38    100  268    43    48 1185    13    70  894    42
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           26  420    38    100  268    43    48 1185    13    70  894    42
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          26  420    38    100  268    43    48 1185    13    70  894    42
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          26  420    38    100  268    43    48 1185    13    70  894    42
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               0.05 0.87  0.08  0.24 0.66  0.10  1.00 1.98  0.02  1.00 1.91  0.09
Final Sat.:           81 1302    118    365  978    157  1500 2967    33  1500 2865    135
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.32 0.32  0.32  0.27 0.27  0.27  0.03 0.40  0.40  0.05 0.31  0.31
Crit Volume:          484          100          599          70
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #96 Canoga Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.012
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Canoga Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             102 1110    210    119 952    157    161 1127    58    146 816    192
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          102 1110    210    119 952    157    161 1127    58    146 816    192
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           102 1110    210    119 952    157    161 1127    58    146 816    192
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          102 1110    210    119 952    157    161 1127    58    146 816    192
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          102 1110    210    119 952    157    161 1127    58    146 816    192
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.68    0.32    1.00 1.72    0.28    1.00 1.90    0.10    1.00 1.62    0.38
Final Sat.:           1500 2523    477    1500 2575    425    1500 2853    147    1500 2429    571
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.44    0.44    0.08 0.37    0.37    0.11 0.39    0.40    0.10 0.34    0.34
Crit Volume:          660          119          593    146
Crit Moves:           ****          ****          ****    ****
*****

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*****
Intersection #97 Variel Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.569
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Variel Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             55    53    66          37    46    55          69 1206    36          40  929    22
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          55    53    66          37    46    55          69 1206    36          40  929    22
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           55    53    66          37    46    55          69 1206    36          40  929    22
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          55    53    66          37    46    55          69 1206    36          40  929    22
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          55    53    66          37    46    55          69 1206    36          40  929    22
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.32 0.30  0.38          0.27 0.33  0.40          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           474  457  569          402  500  598          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.12  0.12          0.09 0.09  0.09          0.05 0.40  0.02          0.03 0.31  0.01
Crit Volume:           174          37          603          40
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #98 De Soto Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.000
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             89 1421    174    122  991    149    160 1261    74    104  731    77
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          89 1421    174    122  991    149    160 1261    74    104  731    77
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           89 1421    174    122  991    149    160 1261    74    104  731    77
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          89 1421    174    122  991    149    160 1261    74    104  731    77
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          89 1421    174    122  991    149    160 1261    74    104  731    77
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.67    0.33    1.00 2.61    0.39    1.00 1.89    0.11    1.00 1.81    0.19
Final Sat.:           1425 3809    466    1425 3716    559    1425 2692    158    1425 2578    272
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.37    0.37    0.09 0.27    0.27    0.11 0.47    0.47    0.07 0.28    0.28
Crit Volume:          532          122          668          104
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #99 Shoup Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.431
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Shoup Ave          Valerio St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  1  0  0  1          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             73 1031          60          17 617          21          18    7    61          23    9    14
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          73 1031          60          17 617          21          18    7    61          23    9    14
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           73 1031          60          17 617          21          18    7    61          23    9    14
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          73 1031          60          17 617          21          18    7    61          23    9    14
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          73 1031          60          17 617          21          18    7    61          23    9    14
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 1.89          0.11          1.00 1.93          0.07          0.72 0.28          1.00          0.50 0.20          0.30
Final Sat.:           1500 2835          165          1500 2901          99          1080 420          1500          750 293          457
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.36          0.36          0.01 0.21          0.21          0.02 0.02          0.04          0.03 0.03          0.03
Crit Volume:          546          17          61          23
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #100 Topanga Canyon Blvd/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.721
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Valerio St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              33 1677          32          61 1347          21          57 30          39          38 37          50
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           33 1677          32          61 1347          21          57 30          39          38 37          50
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:            33 1677          32          61 1347          21          57 30          39          38 37          50
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:           33 1677          32          61 1347          21          57 30          39          38 37          50
PCE Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:           33 1677          32          61 1347          21          57 30          39          38 37          50
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                 1.00 2.00          1.00          1.00 2.00          1.00          0.45 0.24          0.31          0.30 0.30          0.40
Final Sat.:            1500 3000          1500          1500 3000          1500          679 357          464          456 444          600
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.56          0.02          0.04 0.45          0.01          0.08 0.08          0.08          0.08 0.08          0.08
Crit Volume:           839          61          57          125
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #101 Canoga Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.687
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          B
*****
Street Name:          Canoga Ave          Valerio St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             22 1255          34          80 1108          14          74 111          18          51 58          58
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          22 1255          34          80 1108          14          74 111          18          51 58          58
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           22 1255          34          80 1108          14          74 111          18          51 58          58
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          22 1255          34          80 1108          14          74 111          18          51 58          58
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          22 1255          34          80 1108          14          74 111          18          51 58          58
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 1.95          0.05          1.00 1.98          0.02          0.36 0.55          0.09          0.30 0.35          0.35
Final Sat.:           1425 2775          75          1425 2814          36          519 779          126          435 495          495
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.45          0.45          0.06 0.39          0.39          0.14 0.14          0.14          0.12 0.12          0.12
Crit Volume:          645          80          203          51
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #102 Lurline Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.378
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Lurline Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    1    0    0    1          1    0    2    1    0          1    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              13    5    35          53    15    34          59 1285    19    52 1052    59
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           13    5    35          53    15    34          59 1285    19    52 1052    59
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            13    5    35          53    15    34          59 1285    19    52 1052    59
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           13    5    35          53    15    34          59 1285    19    52 1052    59
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           13    5    35          53    15    34          59 1285    19    52 1052    59
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.72 0.28 1.00          0.78 0.22 1.00          1.00 2.96 0.04          1.00 2.84 0.16
Final Sat.:            1083 417 1500          1169 331 1500          1500 4434    66          1500 4261    239
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.01 0.02          0.05 0.05 0.02          0.04 0.29 0.29          0.03 0.25 0.25
Crit Volume:           13          68          435    52
Crit Moves:           ****          ****          ****    ****
*****

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*****
Intersection #103 Mason Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.703
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          C
*****
Street Name:          Mason Ave          Sherman Way
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  2  0  1      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             76  831    54    109  665    129    160 1172    43    70  949    78
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          76  831    54    109  665    129    160 1172    43    70  949    78
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           76  831    54    109  665    129    160 1172    43    70  949    78
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          76  831    54    109  665    129    160 1172    43    70  949    78
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          76  831    54    109  665    129    160 1172    43    70  949    78
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 1.88    0.12    1.00 2.00    1.00    1.00 2.89    0.11    1.00 2.77    0.23
Final Sat.:          1500 2817    183    1500 3000    1500    1500 4341    159    1500 4158    342
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.30    0.29    0.07 0.22    0.09    0.11 0.27    0.27    0.05 0.23    0.23
Crit Volume:          443          109          160          342
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #104 Owensmouth Ave/Wyandotte St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.361
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Wyandotte St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    0    1          1    0    1    1    0          0    1    0    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             36  473    12          11  334    21          23  15    46          11  24    17
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          36  473    12          11  334    21          23  15    46          11  24    17
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           36  473    12          11  334    21          23  15    46          11  24    17
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          36  473    12          11  334    21          23  15    46          11  24    17
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          36  473    12          11  334    21          23  15    46          11  24    17
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.88  0.12          0.61 0.39  1.00          0.31 0.69  1.00
Final Sat.:           1500 1500  1500          1500 2823  177          908  592  1500          471 1029  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.32  0.01          0.01 0.12  0.12          0.03 0.03  0.03          0.02 0.02  0.01
Crit Volume:          473          11          23          35
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #105 Sale Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.308
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Sale Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              12    8    36        6    4    24        25  789    34        32  762    15
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           12    8    36        6    4    24        25  789    34        32  762    15
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           12    8    36        6    4    24        25  789    34        32  762    15
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          12    8    36        6    4    24        25  789    34        32  762    15
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          12    8    36        6    4    24        25  789    34        32  762    15
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.60 0.40  1.00      0.60 0.40  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:           900  600  1500      900  600  1500      1500 3000  1500      1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01  0.02      0.01 0.01  0.02      0.02 0.26  0.02      0.02 0.25  0.01
Crit Volume:          12          24          395          32
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #106 Winnetka Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.984
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              106 1163          94    111 803          89    115 1058          62    102 842          93
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           106 1163          94    111 803          89    115 1058          62    102 842          93
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            106 1163          94    111 803          89    115 1058          62    102 842          93
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           106 1163          94    111 803          89    115 1058          62    102 842          93
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           106 1163          94    111 803          89    115 1058          62    102 842          93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 1.85          0.15 1.00 1.80          0.20 1.00 1.89          0.11 1.00 1.80          0.20
Final Sat.:           1425 2637          213 1425 2566          284 1425 2692          158 1425 2567          283
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.44          0.44 0.08 0.31          0.31 0.08 0.39          0.39 0.07 0.33          0.33
Crit Volume:          629    111          560    102
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #107 Sale Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.446
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Sale Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             20    11    31      15    1    37      30 1032    12      12 1165    20
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          20    11    31      15    1    37      30 1032    12      12 1165    20
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           20    11    31      15    1    37      30 1032    12      12 1165    20
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          20    11    31      15    1    37      30 1032    12      12 1165    20
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          20    11    31      15    1    37      30 1032    12      12 1165    20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.65 0.35  1.00    0.94 0.06  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           968  532  1500    1406  94  1500    1500 3000  1500    1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02  0.02    0.01 0.01  0.02    0.02 0.34  0.01    0.01 0.39  0.01
Crit Volume:          20          37    30          583
Crit Moves:          ****          ****          ****
*****

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Existing PM Peak Hour
City of Los Angeles
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #108 Winnetka Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.050
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              190 1024   136   177 741   136   212 1665   142   152 1181   133
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           190 1024   136   177 741   136   212 1665   142   152 1181   133
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           190 1024   136   177 741   136   212 1665   142   152 1181   133
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          190 1024   136   177 741   136   212 1665   142   152 1181   133
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          190 1024   136   177 741   136   212 1665   142   152 1181   133
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.53   0.47   1.00 2.76   0.24   1.00 2.70   0.30
Final Sat.:           1375 2750   1375   1375 3485   640   1375 3801   324   1375 3707   418
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.37   0.10   0.13 0.21   0.21   0.15 0.44   0.44   0.11 0.32   0.32
Crit Volume:          512          177          602          152
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #109 Winnetka Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.459
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  2  0  0          0  0  3  0  0          0  0  1  0  0          0  0  1  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1349          0    0 1005          0    0    14          0    0    14          0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1349          0    0 1005          0    0    14          0    0    14          0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1349          0    0 1005          0    0    14          0    0    14          0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          0 1349          0    0 1005          0    0    14          0    0    14          0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0 1349          0    0 1005          0    0    14          0    0    14          0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.00 0.00 0.00 3.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00
Final Sat.:           0 3000          0    0 4500          0    0 1500          0    0 1500          0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.45 0.00 0.00 0.22 0.00 0.00 0.01 0.00 0.00 0.01 0.00
Crit Volume:          675          0          0          14
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #110 Fallbrook Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.666
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              29 1431    70    130 1026    12    29  58    28    137 138    202
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           29 1431    70    130 1026    12    29  58    28    137 138    202
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           29 1431    70    130 1026    12    29  58    28    137 138    202
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          29 1431    70    130 1026    12    29  58    28    137 138    202
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          29 1431    70    130 1026    12    29  58    28    137 138    202
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.86    0.14    1.00 2.97    0.03    1.00 0.67    0.33    1.00 0.41    0.59
Final Sat.:          1500 4290    210    1500 4448    52    1500 1012    488    1500 609    891
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.33    0.33    0.09 0.23    0.23    0.02 0.06    0.06    0.09 0.23    0.23
Crit Volume:          500    130          29
Crit Moves:           ****    ****          ****
*****

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*****
Intersection #111 Winnetka Ave/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.520
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Split Phase          Split Phase
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  2  0  1          2  0  0  0  1          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             132 1198          0          0  891  108          71    0    79          28  18    19
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          132 1198          0          0  891  108          71    0    79          28  18    19
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           132 1198          0          0  891  108          71    0    79          28  18    19
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          132 1198          0          0  891  108          71    0    79          28  18    19
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.10 1.00  1.00    1.00 1.00  1.00
FinalVolume:          132 1198          0          0  891  108          78    0    79          28  18    19
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375    1375 1375  1375    1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 2.00  0.00    0.00 2.00  1.00    2.00 0.00  1.00    1.00 0.49  0.51
Final Sat.:           1375 2750          0          0 2750  1375    2750    0  1375    1375 669  706
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.44  0.00    0.00 0.32  0.08    0.03 0.00  0.06  0.02 0.03  0.03
Crit Volume:          599              0              79              37
Crit Moves:           ****              ****              ****              ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #112 Winnetka Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.717
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          Winnetka Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  0  1          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             107 1151          65    33 861          80    204 411          80    24 77          8
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          107 1151          65    33 861          80    204 411          80    24 77          8
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           107 1151          65    33 861          80    204 411          80    24 77          8
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          107 1151          65    33 861          80    204 411          80    24 77          8
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          107 1151          65    33 861          80    204 411          80    24 77          8
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 1.89          0.11 1.00 1.83          0.17 1.00 1.00          1.00 0.22 0.71          0.07
Final Sat.:           1500 2840          160    1500 2745          255    1500 1500          1500    330 1060          110
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.41          0.41 0.02 0.31          0.31 0.14 0.27          0.05 0.07 0.07          0.07
Crit Volume:          608    33          411    24
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #113 Fallbrook Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.698
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             55 1311    32    81 1002    95    84 145    47    52 227    104
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          55 1311    32    81 1002    95    84 145    47    52 227    104
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           55 1311    32    81 1002    95    84 145    47    52 227    104
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          55 1311    32    81 1002    95    84 145    47    52 227    104
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          55 1311    32    81 1002    95    84 145    47    52 227    104
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Sat.:          1500 3000    1500    1500 3000    1500    1500 1500    1500    1500 1500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.44    0.02    0.05 0.33    0.06    0.06 0.10    0.03    0.03 0.15    0.07
Crit Volume:          656          81          84          227
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #114 Winnetka Ave/Hatteras St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.514
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Hatteras St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             16 1371          36          14 983          6          9    1    14          30    3    10
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          16 1371          36          14 983          6          9    1    14          30    3    10
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           16 1371          36          14 983          6          9    1    14          30    3    10
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          16 1371          36          14 983          6          9    1    14          30    3    10
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          16 1371          36          14 983          6          9    1    14          30    3    10
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 1.95          0.05          1.00 1.99          0.01          0.38 0.04          0.58          0.70 0.07          0.23
Final Sat.:           1500 2923          77          1500 2982          18          563    63    875          1047 105    349
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.47          0.47          0.01 0.33          0.33          0.02 0.02          0.02          0.03 0.03          0.03
Crit Volume:          704          14          24          30
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #115 Winnetka Ave / Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.531
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Clark St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             62 1392          0          0 1099          24          21          0          60          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          62 1392          0          0 1099          24          21          0          60          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           62 1392          0          0 1099          24          21          0          60          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          62 1392          0          0 1099          24          21          0          60          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          62 1392          0          0 1099          24          21          0          60          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 1.96 0.04 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0          0 2789          61 1425          0 1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.49 0.00 0.00 0.39 0.39 0.01 0.00 0.04 0.00 0.00 0.00
Crit Volume:          696          561          60          0
Crit Moves:           ****          ****
*****

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

```

*****
Intersection #116
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.633
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 0      0 0 2 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      193 786 0      0 747 301      0 0 0      268 3 606
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 193 786 0      0 747 301      0 0 0      268 3 606
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 193 786 0      0 747 301      0 0 0      268 3 606
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 193 786 0      0 747 301      0 0 0      268 3 606
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 193 786 0      0 747 301      0 0 0      295 3 667
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.00 0.01 1.99
Final Sat.: 1425 2850 0      0 2850 1425      0 0 0      1425 14 2836
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.14 0.28 0.00 0.00 0.26 0.21 0.00 0.00 0.00 0.21 0.21 0.24
Crit Volume: 193      374      0      335
Crit Moves: ****      ****      ****
*****

```

Existing PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #117
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.720
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      1 0 0 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 643 255 373 620 0 385 1 153 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 643 255 373 620 0 385 1 153 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 643 255 373 620 0 385 1 153 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 643 255 373 620 0 385 1 153 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 643 255 373 620 0 385 1 153 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.00 0.01 0.99 0.00 0.00 0.00
Final Sat.: 0 3000 1500 1500 3000 0 1500 10 1490 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.17 0.25 0.21 0.00 0.26 0.10 0.10 0.00 0.00 0.00
Crit Volume: 322 373 385 0
Crit Moves: ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #118
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.907
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      2      0      1      0      1      1      0      2      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      87      310      62      325      315      209      258      1401      96      66      968      277
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      87      310      62      325      315      209      258      1401      96      66      968      277
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      87      310      62      325      315      209      258      1401      96      66      968      277
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      87      310      62      325      315      209      258      1401      96      66      968      277
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      87      310      62      358      315      209      258      1401      96      66      968      277
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.83      0.17      2.00      1.00      1.00      1.00      2.81      0.19      1.00      2.00      1.00
Final Sat.:      1425      1188      238      2850      1425      1425      1425      4001      274      1425      2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06      0.26      0.26      0.13      0.22      0.15      0.18      0.35      0.35      0.05      0.34      0.19
Crit Volume:      372      179      258      484
Crit Moves:      ****      ****      ****      ****
*****

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

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*****
Intersection #119 Sale Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.500
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Sale Ave          Ventura Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             29    5    45        47    2    26        32  965    7    22 1736    42
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:           29    5    45        47    2    26        32  965    7    22 1736    42
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           29    5    45        47    2    26        32  965    7    22 1736    42
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          29    5    45        47    2    26        32  965    7    22 1736    42
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          29    5    45        47    2    26        32  965    7    22 1736    42
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                0.37 0.06  0.57        0.96 0.04  1.00        1.00 2.98  0.02        1.00 2.93  0.07
Final Sat.:           551    95    854        1439    61    1500        1500 4468    32        1500 4394    106
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.05  0.05        0.03 0.03  0.02        0.02 0.22  0.22        0.01 0.40  0.40
Crit Volume:          79    47          32          593
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #120
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.909
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      1      0      0      1      0      0      1      0      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      183      800      8      21      507      660      583      74      131      12      42      41
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      183      800      8      21      507      660      583      74      131      12      42      41
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      183      800      8      21      507      660      583      74      131      12      42      41
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      183      800      8      21      507      660      583      74      131      12      42      41
PCE Adj:      1.00      1.00      1.00      4.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00
FinalVolume:      183      800      8      84      507      660      641      74      131      12      42      41
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      1.98      0.02      0.04      0.96      1.00      1.79      0.21      1.00      0.13      0.44      0.43
Final Sat.:      1425      2822      28      53      1372      1425      2555      295      1425      180      630      615
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.13      0.28      0.28      0.39      0.37      0.46      0.25      0.25      0.09      0.07      0.07      0.07
Crit Volume:      183      660      358      95
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #121 Fallbrook Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.151
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Fallbrook Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Prot+Permit          Permitted
Rights:                Include              Include              Include              Include
Min. Green:            0      0      0          0      0      0          0      0      0
Lanes:                 1  0  1  1  0          1  1  0  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              35  615  108          427  194  442          148  407  32          176  929  631
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           35  615  108          427  194  442          148  407  32          176  929  631
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            35  615  108          427  194  442          148  407  32          176  929  631
Reduct Vol:            0      0      0              0      0      0              0      0      0
Reduced Vol:           35  615  108          427  194  442          148  407  32          176  929  631
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           35  615  108          470  194  442          148  407  32          176  929  631
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 1.70  0.30          1.42 0.58  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:            1375 2339  411          1946  804  1375          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.26  0.26          0.24 0.24  0.32          0.11 0.15  0.02          0.13 0.34  0.46
Crit Volume:                362              442          148              631
Crit Moves:                ****              ****          ****              ****
*****

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Intersection #122 Woodlake Ave/Ventura Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: D

Street Name:	Woodlake Ave						Ventura Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	0	1	1

Volume Module:	Woodlake Ave NB			Woodlake Ave SB			Ventura Blvd EB			Ventura Blvd WB		
Base Vol:	28	133	80	85	98	38	47	416	30	624	586	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	133	80	85	98	38	47	416	30	624	586	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	133	80	85	98	38	47	416	30	624	586	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	133	80	85	98	38	47	416	30	624	586	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	133	80	85	98	38	47	416	30	624	586	91

Saturation Flow Module:	Woodlake Ave NB			Woodlake Ave SB			Ventura Blvd EB			Ventura Blvd WB		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.83	1.00	1.00	0.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	239	1136	1375	1375	991	384	1375	2750	1375	1375	2750	1375

Capacity Analysis Module:	Woodlake Ave NB			Woodlake Ave SB			Ventura Blvd EB			Ventura Blvd WB		
Vol/Sat:	0.12	0.12	0.06	0.06	0.10	0.10	0.03	0.15	0.02	0.45	0.21	0.07
Crit Volume:	161			136			208			624		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #123 Tampa Ave / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.816
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        124          Level Of Service:              D
*****
Street Name:          Tampa Ave          Ventura Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Prot+Permit      Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  0  1  0      2  0  1  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             38  101    42    472  139    180    134  1383    54    28  969    319
Growth Adj:           1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
Initial Bse:          38  101    42    472  139    180    134  1383    54    28  969    319
User Adj:             1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
PHF Adj:              1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
PHF Volume:           38  101    42    472  139    180    134  1383    54    28  969    319
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          38  101    42    472  139    180    134  1383    54    28  969    319
PCE Adj:              1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
MLF Adj:              1.00  1.00    1.00    1.10  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
FinalVolume:          38  101    42    519  139    180    134  1383    54    28  969    319
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375    1375    1375  1375    1375    1375  1375    1375    1375  1375    1375
Adjustment:           1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
Lanes:                1.00  0.71    0.29    2.00  1.00    1.00    1.00  2.00    1.00    1.00  2.00    1.00
Final Sat.:           1375  971    404    2750  1375    1375    1375  2750    1375    1375  2750    1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03  0.10    0.10    0.19  0.10    0.13    0.10  0.50    0.04    0.02  0.35    0.23
Crit Volume:          143    260          691          28
Crit Moves:           ****    ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #124 Tampa Ave / Ventura Fwy 101 EB offramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.540
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Street Name:          Tampa Ave          Ventura Fwy 101 EB offramp
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    0          0    0    3    0    0          1    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    555    0          0    640    0          556    0    150          0    0    0
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          0    555    0          0    640    0          556    0    150          0    0    0
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           0    555    0          0    640    0          556    0    150          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    555    0          0    640    0          556    0    150          0    0    0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          0    555    0          0    640    0          556    0    150          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 3.00 0.00          0.00 3.00 0.00          1.00 0.00 1.00          0.00 0.00 0.00
Final Sat.:           0    4275    0          0    4275    0          1425    0    1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.13 0.00          0.00 0.15 0.00          0.39 0.00 0.11          0.00 0.00 0.00
Crit Volume:          0          213          556          0
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #125 Tampa Ave / Ventura Fwy 101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.567
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          Tampa Ave          Ventura Fwy 101 WB
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  3  0  0      0  0  2  0  1      0  0  0  0  0      1  0  1! 0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             207  836    0      0  489  289      0    0    0      211    0  566
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          207  836    0      0  489  289      0    0    0      211    0  566
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           207  836    0      0  489  289      0    0    0      211    0  566
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          207  836    0      0  489  289      0    0    0      211    0  566
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:          207  836    0      0  489  289      0    0    0      232    0  623
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 3.00  0.00  0.00 2.00  1.00 0.00 0.00  0.00 1.00 0.00  2.00
Final Sat.:           1425 4275    0      0 2850 1425      0    0    0      1425    0 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.20  0.00  0.00 0.17  0.20 0.00 0.00  0.00 0.16 0.00  0.22
Crit Volume:          207          289          0          311
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #126 101 Ventura Fwy EB and Vanalden / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.754
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          C
*****
Street Name: 101 Ventura Fwy EB and Vanalden          Ventura Blvd
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:        Permitted          Permitted          Protected          Protected
Rights:         Include          Include          Include          Include
Min. Green:      0    0    0          0    0    0          0    0    0          0    0    0
Lanes:          0  1  0  1  0          0  0  0  0  0          2  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:       118  145   90          0    0    0          459 1316   104          79 1290   67
Growth Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    118  145   90          0    0    0          459 1316   104          79 1290   67
User Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     118  145   90          0    0    0          459 1316   104          79 1290   67
Reduct Vol:      0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:    118  145   90          0    0    0          459 1316   104          79 1290   67
PCE Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:    118  145   90          0    0    0          505 1316   104          79 1290   67
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:          0.67 0.82  0.51  0.00 0.00  0.00  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:     953 1171  727          0    0    0          2850 2850  1425  1425 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.12 0.12  0.12  0.00 0.00  0.00  0.18 0.46  0.07  0.06 0.45  0.05
Crit Volume:      176          0          252          645
Crit Moves:      ****          ****          ****
*****

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*****
Intersection #127 Victory Blvd/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.742
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          C
*****
Street Name:          Victory Blvd          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    0    1          0    0    1    0    0          0    0    2    0    1          0    0    2    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             290    14    5          0    15    0          0    1616    327          0    1241    0
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          290    14    5          0    15    0          0    1616    327          0    1241    0
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           290    14    5          0    15    0          0    1616    327          0    1241    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          290    14    5          0    15    0          0    1616    327          0    1241    0
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          290    14    5          0    15    0          0    1616    327          0    1241    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                1.00    1.00    1.00    0.00    1.00    0.00    0.00    2.00    1.00    0.00    2.00    0.00
Final Sat.:           1500    1500    1500          0    1500          0          0    3000    1500          0    3000          0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.19    0.01    0.00    0.00    0.01    0.00    0.00    0.54    0.22    0.00    0.41    0.00
Crit Volume:          290          15          808          0
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #128 Corbin Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.940
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Corbin Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             42  761  134          140  378  122          110 1482  23          68 1132  294
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          42  761  134          140  378  122          110 1482  23          68 1132  294
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           42  761  134          140  378  122          110 1482  23          68 1132  294
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          42  761  134          140  378  122          110 1482  23          68 1132  294
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          42  761  134          140  378  122          110 1482  23          68 1132  294
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.70  0.30          1.00 1.51  0.49          1.00 1.97  0.03          1.00 1.59  0.41
Final Sat.:           1500 2551  449          1500 2268  732          1500 2954  46          1500 2381  619
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.30  0.30          0.09 0.17  0.17          0.07 0.50  0.50          0.05 0.48  0.48
Crit Volume:          448    140          110          713
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #129 Tampa Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.019
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Tampa Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Protected      Prot+Permit      Permitted      Permitted
Rights:               Include      Include      Include      Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             160 1041   116   210 701   162   78 1203   56   86 1287   172
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          160 1041   116   210 701   162   78 1203   56   86 1287   172
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           160 1041   116   210 701   162   78 1203   56   86 1287   172
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          160 1041   116   210 701   162   78 1203   56   86 1287   172
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          160 1041   116   210 701   162   78 1203   56   86 1287   172
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           1425 2850   1425   1425 2850   1425   1425 2850   1425   1425 2850   1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.37   0.08   0.15 0.25   0.11   0.05 0.42   0.04   0.06 0.45   0.12
Crit Volume:          521          210          78          644
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #130
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.106
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      1 0 2 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      68      45      34      41      75      269      144 1099      60      66 1178      40
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      68      45      34      41      75      269      144 1099      60      66 1178      40
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      68      45      34      41      75      269      144 1099      60      66 1178      40
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      68      45      34      41      75      269      144 1099      60      66 1178      40
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      68      45      34      41      75      269      144 1099      60      66 1178      40
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.95 0.05 1.00 1.00 1.00
Final Sat.:      1500 3000 1500 1500 3000 1500 1500 1422      78 1500 1500 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.05 0.02 0.02 0.03 0.03 0.18 0.10 0.77 0.77 0.04 0.79 0.03
Crit Volume:      68          269      144          1178
Crit Moves:      ****          ****      ****          ****
*****

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*****
Intersection #131
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.730
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Prot+Permit
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 1      2 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      100 949 408 466 909 130 71 454 92 129 377 238
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 100 949 408 466 909 130 71 454 92 129 377 238
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 100 949 408 466 909 130 71 454 92 129 377 238
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 100 949 408 466 909 130 71 454 92 129 377 238
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 100 949 408 513 909 130 71 454 92 129 377 238
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 2.49 0.51 1.00 2.00 1.00
Final Sat.: 1425 2850 1425 2850 2850 1425 1425 3555 720 1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.07 0.33 0.29 0.18 0.32 0.09 0.05 0.13 0.13 0.09 0.13 0.17
Crit Volume: 475 256 71 238
Crit Moves: **** **** **** ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #132
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.621
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 0      0 0 3 0 0      1 0 1! 0 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1205 0      0 1299 0      418 0 352      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 1205 0      0 1299 0      418 0 352      0 0 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 1205 0      0 1299 0      418 0 352      0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 1205 0      0 1299 0      418 0 352      0 0 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.10  1.00 1.00 1.00
FinalVolume:  0 1205 0      0 1299 0      460 0 387      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 2.00 0.00  0.00 3.00 0.00  1.63 xxxx 1.37  0.00 0.00 0.00
Final Sat.:  0 2850 0      0 4275 0      2321 0 1954      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.42 0.00  0.00 0.30 0.00  0.20 0.00 0.20  0.00 0.00 0.00
Crit Volume:  603      0      282      0
Crit Moves:   ****      ****      ****
*****

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```

*****
Intersection #133
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.642
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        129          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      2 0 2 0 0      0 0 3 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      449 1174      0 0 914 302      0 0 0      385 1 507
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 449 1174      0 0 914 302      0 0 0      385 1 507
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 449 1174      0 0 914 302      0 0 0      385 1 507
Reduct Vol: 0 0 0      0 0 0 0      0 0 0      0 0 0
Reduced Vol: 449 1174      0 0 914 302      0 0 0      385 1 507
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 494 1174      0 0 914 302      0 0 0      424 1 558
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.29 0.01 1.70
Final Sat.: 2850 2850      0 0 4275 1425      0 0 0      1843 4 2427
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.17 0.41 0.00 0.00 0.21 0.21 0.00 0.00 0.00 0.23 0.23 0.23
Crit Volume: 587      305      0      327
Crit Moves:      ****      ****
*****

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*****
Intersection #134
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.554
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 0 0 0      0 0 0 0 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      0 0 0 0      0 790 789      0 682 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 0 0 0      0 0 0 0      0 790 789      0 682 0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 0      0 0 0 0      0 790 789      0 682 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0 0      0 0 0 0      0 790 789      0 682 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 0      0 0 0 0      0 790 789      0 682 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.:  0 0 0 0      0 0 0 0      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.28 0.55 0.00 0.24 0.00
Crit Volume:  0 0 0 0      0 0 0 0      789 0
Crit Moves:      ****  ****
*****

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*****
Intersection #135 Canoga Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.737
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          C
*****
Street Name:          Canoga Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             46  628  276          175  550          11          12  568          64  195  595  171
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          46  628  276          175  550          11          12  568          64  195  595  171
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           46  628  276          175  550          11          12  568          64  195  595  171
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          46  628  276          175  550          11          12  568          64  195  595  171
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          46  628  276          175  550          11          12  568          64  195  595  171
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.39  0.61          1.00 1.96  0.04          1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 2084  916          1500 2941          59          1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.30  0.30          0.12 0.19  0.19          0.01 0.19  0.04  0.13 0.20  0.11
Crit Volume:          452          175          284          195
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #136 De Soto Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.818
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        125          Level Of Service:          D
*****
Street Name:          De Soto Ave          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Prot+Permit          Prot+Permit          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               66 1389   127   100 1302   287   235 1060   111   110  678   175
Growth Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:             66 1389   127   100 1302   287   235 1060   111   110  678   175
User Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:             66 1389   127   100 1302   287   235 1060   111   110  678   175
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:            66 1389   127   100 1302   287   235 1060   111   110  678   175
PCE Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:            66 1389   127   100 1302   287   235 1060   111   110  678   175
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                   1.00 2.75   0.25   1.00 2.46   0.54   1.00 2.72   0.28   1.00 2.38   0.62
Final Sat.:             1375 3779   346   1375 3380   745   1375 3734   391   1375 3279   846
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.05 0.37   0.37   0.07 0.39   0.39   0.17 0.28   0.28   0.08 0.21   0.21
Crit Volume:              505     100          235          284
Crit Moves:              ****      ****          ****          ****
*****

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*****
Intersection #137 Topanga Canyon Blvd/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.772
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        82          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  2  0  1          1  0  1  1  0          0  0  0  0  1          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1724    454          66 1680    19          0    0    8    299    20    77
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           0 1724    454          66 1680    19          0    0    8    299    20    77
User Adj:              1.00 1.00    0.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    0.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            0 1724    0          66 1680    19          0    0    8    299    20    77
Reduct Vol:            0    0    0          0    0    0          0    0    0    0    0    0
Reduced Vol:           0 1724    0          66 1680    19          0    0    8    299    20    77
PCE Adj:               1.00 1.00    0.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    0.00          1.00 1.00    1.00          1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:           0 1724    0          66 1680    19          0    0    8    329    20    77
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425          1425 1425    1425          1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 0.00 2.00    1.00          1.00 1.98    0.02          0.00 0.00    1.00    2.00 0.21    0.79
Final Sat.:            0 2850    1425          1425 2818    32          0    0    1425    2850    294    1131
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.60    0.00          0.05 0.60    0.60          0.00 0.00    0.01    0.12 0.07    0.07
Crit Volume:           862          66          8    164
Crit Moves:            ****          ****          ****    ****
*****

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*****
Intersection #138 Canoga Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.829
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        84          Level Of Service:          D
*****
Street Name:          Canoga Ave          Parthenia St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  0  1        1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             33  860  360        147  620        37    25  543        46    215  460        78
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          33  860  360        147  620        37    25  543        46    215  460        78
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           33  860  360        147  620        37    25  543        46    215  460        78
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          33  860  360        147  620        37    25  543        46    215  460        78
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          33  860  360        147  620        37    25  543        46    215  460        78
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 1.41  0.59        1.00 1.89  0.11        1.00 2.00  1.00        1.00 1.71  0.29
Final Sat.:           1500 2115  885        1500 2831  169        1500 3000  1500        1500 2565  435
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.41  0.41        0.10 0.22  0.22        0.02 0.18  0.03        0.14 0.18  0.18
Crit Volume:          610    147          272          215
Crit Moves:           ****      ****          ****          ****
*****

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*****
Intersection #139 De Soto Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.771
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Street Name:          De Soto Ave          Parthenia St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             64 1364    119    120 1360    125    163 751    59    137 638    118
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          64 1364    119    120 1360    125    163 751    59    137 638    118
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           64 1364    119    120 1360    125    163 751    59    137 638    118
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          64 1364    119    120 1360    125    163 751    59    137 638    118
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          64 1364    119    120 1360    125    163 751    59    137 638    118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.76    0.24    1.00 2.75    0.25    1.00 1.85    0.15    1.00 1.69    0.31
Final Sat.:          1500 4139    361    1500 4121    379    1500 2781    219    1500 2532    468
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.33    0.33    0.08 0.33    0.33    0.11 0.27    0.27    0.09 0.25    0.25
Crit Volume:          494    120          405    137
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #140 Fallbrook Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.965
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Fallbrook Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              178    87    464          168    247    43          25    609    113          438    677    40
Growth Adj:            1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:           178    87    464          168    247    43          25    609    113          438    677    40
User Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           178    87    464          168    247    43          25    609    113          438    677    40
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          178    87    464          168    247    43          25    609    113          438    677    40
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          178    87    464          168    247    43          25    609    113          438    677    40
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425  1425  1425          1425  1425  1425          1425  1425  1425          1425  1425  1425
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:               1.00  2.00  1.00          1.00  2.00  1.00          1.00  2.00  1.00          1.00  2.00  1.00
Final Sat.:          1425  2850  1425          1425  2850  1425          1425  2850  1425          1425  2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12  0.03  0.33          0.12  0.09  0.03          0.02  0.21  0.08          0.31  0.24  0.03
Crit Volume:                464    168                305    438
Crit Moves:                ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #141 Shoup Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.837
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        88          Level Of Service:          D
*****
Street Name:          Shoup Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1        1  0  0  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             126  162  369          14  108          21          19 1128          65  308  970          16
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          126  162  369          14  108          21          19 1128          65  308  970          16
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           126  162  369          14  108          21          19 1128          65  308  970          16
Reduct Vol:           0    0    0              0    0          0              0    0          0              0    0          0
Reduced Vol:          126  162  369          14  108          21          19 1128          65  308  970          16
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          126  162  369          14  108          21          19 1128          65  308  970          16
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 0.84  0.16          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1500 1500  1500          1500 1256          244          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.11  0.25          0.01 0.09  0.09          0.01 0.38  0.04          0.21 0.32  0.01
Crit Volume:          369          14          564          308
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #142 Canoga Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.916
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              48 1056  171  129  920  81  89 1038  111  134  821  107
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           48 1056  171  129  920  81  89 1038  111  134  821  107
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           48 1056  171  129  920  81  89 1038  111  134  821  107
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          48 1056  171  129  920  81  89 1038  111  134  821  107
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          48 1056  171  129  920  81  89 1038  111  134  821  107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.72  0.28  1.00 1.84  0.16  1.00 2.71  0.29  1.00 2.65  0.35
Final Sat.:           1375 2367  383  1375 2527  223  1375 3727  398  1375 3649  476
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.45  0.45  0.09 0.36  0.36  0.06 0.28  0.28  0.10 0.22  0.22
Crit Volume:          614  129          383  134
Crit Moves:           ****  ****          ****  ****
*****

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*****
Intersection #143 De Soto Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.728
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        84          Level Of Service:          C
*****
Street Name:          De Soto Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               2  0  2  1  0          2  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             132 1380   112   158 1103   87   189 1058   15   61  844   96
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          132 1380   112   158 1103   87   189 1058   15   61  844   96
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           132 1380   112   158 1103   87   189 1058   15   61  844   96
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          132 1380   112   158 1103   87   189 1058   15   61  844   96
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          145 1380   112   174 1103   87   208 1058   15   67  844   96
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:               2.00 2.77   0.23   2.00 2.78   0.22   2.00 2.96   0.04   2.00 2.69   0.31
Final Sat.:           2750 3815   310   2750 3823   302   2750 4067   58   2750 3704   421
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.36   0.36   0.06 0.29   0.29   0.08 0.26   0.26   0.02 0.23   0.23
Crit Volume:          497    87          104          313
Crit Moves:           ****    ****          ****          ****
*****

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*****
Intersection #144 Mason Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.769
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Mason Ave          Roscoe Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  1  1  0    1  0  1  1  0    1  0  2  1  0    1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             110  854    78    126  962    110    157 1132    120    80  955    96
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          110  854    78    126  962    110    157 1132    120    80  955    96
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           110  854    78    126  962    110    157 1132    120    80  955    96
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          110  854    78    126  962    110    157 1132    120    80  955    96
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          110  854    78    126  962    110    157 1132    120    80  955    96
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.83    0.17    1.00 1.79    0.21    1.00 2.71    0.29    1.00 2.73    0.27
Final Sat.:           1500 2749    251    1500 2692    308    1500 4069    431    1500 4089    411
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.31    0.31    0.08 0.36    0.36    0.10 0.28    0.28    0.05 0.23    0.23
Crit Volume:          110          536    157          350
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #145 Winnetka Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.852
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        154          Level Of Service:          D
*****
Street Name:          Winnetka Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  2  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             138  926  124          166 1008  112          122 1025  103          154  933  145
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          138  926  124          166 1008  112          122 1025  103          154  933  145
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           138  926  124          166 1008  112          122 1025  103          154  933  145
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          138  926  124          166 1008  112          122 1025  103          154  933  145
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          138  926  124          166 1008  112          122 1025  103          154  933  145
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.73  0.27          1.00 2.60  0.40
Final Sat.:           1375 2750  1375          1375 2750  1375          1375 3748  377          1375 3570  555
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.34  0.09          0.12 0.37  0.08          0.09 0.27  0.27          0.11 0.26  0.26
Crit Volume:          138          504          376          154
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #146 Fallbrook Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.594
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Fallbrook Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    1    1    0    2    0    1    1    0    2    0    1    1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             156    688    133          77    762    34          51    331    108    188    409    48
Growth Adj:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          156    688    133          77    762    34          51    331    108    188    409    48
User Adj:             1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           156    688    133          77    762    34          51    331    108    188    409    48
Reduct Vol:           0      0      0              0      0      0              0      0      0              0      0      0
Reduced Vol:          156    688    133          77    762    34          51    331    108    188    409    48
PCE Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          156    688    133          77    762    34          51    331    108    188    409    48
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500          1500    1500    1500          1500    1500    1500    1500    1500    1500
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                1.00    2.00    1.00          1.00    2.00    1.00          1.00    2.00    1.00    1.00    1.79    0.21
Final Sat.:           1500    3000    1500          1500    3000    1500          1500    3000    1500    1500    2685    315
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10    0.23    0.09          0.05    0.25    0.02          0.03    0.11    0.07    0.13    0.15    0.15
Crit Volume:          156          381          166          188
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #147 Shoup Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.512
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Shoup Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             149  709  176      44  465  37      29  422  65      157  471  47
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          149  709  176      44  465  37      29  422  65      157  471  47
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           149  709  176      44  465  37      29  422  65      157  471  47
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          149  709  176      44  465  37      29  422  65      157  471  47
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          149  709  176      44  465  37      29  422  65      157  471  47
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 1.85  0.15      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:           1500 3000  1500      1500 2779  221      1500 3000  1500      1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.24  0.12      0.03 0.17  0.17      0.02 0.14  0.04      0.10 0.16  0.03
Crit Volume:          149          251          211          157
Crit Moves:          ****          ****          ****          ****
*****

```

Existing PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #148 Mason Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.879
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        119          Level Of Service:          D
*****
Street Name:          Mason Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             105  918   96   107  781   165   154 1129   95   93  893   100
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          105  918   96   107  781   165   154 1129   95   93  893   100
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           105  918   96   107  781   165   154 1129   95   93  893   100
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          105  918   96   107  781   165   154 1129   95   93  893   100
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          105  918   96   107  781   165   154 1129   95   93  893   100
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 1.81   0.19   1.00 1.65   0.35   1.00 1.84   0.16   1.00 1.80   0.20
Final Sat.:           1500 2716   284   1500 2477   523   1500 2767   233   1500 2698   302
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.34   0.34   0.07 0.32   0.32   0.10 0.41   0.41   0.06 0.33   0.33
Crit Volume:          507          107          612          93
Crit Moves:           ****          ****          ****          ****
*****

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Existing PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #149 Winnetka Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.870
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        111          Level Of Service:          D
*****
Street Name:          Winnetka Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             116  990  110          146  949  161          117 1046          91    96  838  126
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          116  990  110          146  949  161          117 1046          91    96  838  126
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           116  990  110          146  949  161          117 1046          91    96  838  126
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          116  990  110          146  949  161          117 1046          91    96  838  126
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          116  990  110          146  949  161          117 1046          91    96  838  126
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.84  0.16          1.00 1.74  0.26
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 2760  240          1500 2608  392
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.33  0.07          0.10 0.32  0.11          0.08 0.38  0.38          0.06 0.32  0.32
Crit Volume:          495          146          569          96
Crit Moves:           ****          ****          ****          ****
*****

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Existing PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #150 Fallbrook Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.722
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              130  887  203          72  880  145          142  691  194          168  525  96
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           130  887  203          72  880  145          142  691  194          168  525  96
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            130  887  203          72  880  145          142  691  194          168  525  96
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           130  887  203          72  880  145          142  691  194          168  525  96
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           130  887  203          72  880  145          142  691  194          168  525  96
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:            1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.30  0.14          0.05 0.29  0.10          0.09 0.23  0.13          0.11 0.17  0.06
Crit Volume:           130          440          346          168
Crit Moves:           ****          ****          ****          ****
*****

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Existing PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #151 Winnetka Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.900
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             113 1104          89    140 866    125    159 1082    115    83 910    117
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          113 1104          89    140 866    125    159 1082    115    83 910    117
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           113 1104          89    140 866    125    159 1082    115    83 910    117
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          113 1104          89    140 866    125    159 1082    115    83 910    117
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          113 1104          89    140 866    125    159 1082    115    83 910    117
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.85    0.15    1.00 1.75    0.25    1.00 2.71    0.29    1.00 2.66    0.34
Final Sat.:           1375 2545    205    1375 2403    347    1375 3729    396    1375 3655    470
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.43    0.43    0.10 0.36    0.36    0.12 0.29    0.29    0.06 0.25    0.25
Crit Volume:          597    140          159          342
Crit Moves:           ****          ****          ****          ****
*****

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Existing PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #152 Woodlake Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.230
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    1    0          0    1    0    1    0          0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              76    122    50          20    91    45          17    211    30          45    278    26
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           76    122    50          20    91    45          17    211    30          45    278    26
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           76    122    50          20    91    45          17    211    30          45    278    26
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          76    122    50          20    91    45          17    211    30          45    278    26
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          76    122    50          20    91    45          34    211    30          45    278    26
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.61 0.99 0.40 0.25 1.17 0.58 0.14 1.64 0.22 0.26 1.59 0.15
Final Sat.:           919 1476 605 385 1750 865 212 2461 327 387 2390 223
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.08 0.08 0.05 0.05 0.05 0.08 0.09 0.09 0.12 0.12 0.12
Crit Volume:          76          78          17          175
Crit Moves:          ****          ****          ****          ****
*****

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Future NP AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

Scenario: Future No Project AM

Command: Future NP AM
Volume: Future NP - No Bridge - AM
Geometry: Future Base - No Bridge
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Future NP AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #1 Vanowen/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.754
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             71  783  145          126 1461          80          90  806          80          87  663  124
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          71  783  145          126 1461          80          90  806          80          87  663  124
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           71  783  145          126 1461          80          90  806          80          87  663  124
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          71  783  145          126 1461          80          90  806          80          87  663  124
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          71  783  145          126 1461          80          90  806          80          87  663  124
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.84  0.16          1.00 2.00  1.00          1.00 1.68  0.32
Final Sat.:           1425 2850  1425          1425 4053  222          1425 2850  1425          1425 2401  449
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.27  0.10          0.09 0.36  0.36          0.06 0.28  0.06          0.06 0.28  0.28
Crit Volume:          71          514          403          87
Crit Moves:          ****          ****          ****          ****
*****

```

Future NP AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #2 Vanowen/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.845
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:         93          Level Of Service:          D
*****
Street Name:          Canoga Ave          Vanowen St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  3  0  1        1  0  2  0  1        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:            64  778    87    135  899    86    111  971    117    268  634    180
Growth Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:         64  778    87    135  899    86    111  971    117    268  634    180
User Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          64  778    87    135  899    86    111  971    117    268  634    180
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         64  778    87    135  899    86    111  971    117    268  634    180
PCE Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:         64  778    87    135  899    86    111  971    117    268  634    180
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:              1.00 3.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:         1500 4500  1500  1500 3000  1500  1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.04 0.17  0.06  0.09 0.30  0.06  0.07 0.32  0.08  0.18 0.21  0.12
Crit Volume:         64          450          486          268
Crit Moves:          ****          ****          ****          ****
*****

```

Future NP AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #3 Vanowen/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.831
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        110          Level Of Service:          D
*****
Street Name:          De Soto Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  3  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             50  856  104          135 1290  222          77  950  71          207 1143  111
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           50  856  104          135 1290  222          77  950  71          207 1143  111
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           50  856  104          135 1290  222          77  950  71          207 1143  111
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          50  856  104          135 1290  222          77  950  71          207 1143  111
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          50  856  104          135 1290  222          77  950  71          207 1143  111
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.68  0.32          1.00 3.00  1.00          1.00 2.00  1.00          1.00 1.82  0.18
Final Sat.:          1425 3812  463          1425 4275  1425          1425 2850  1425          1425 2598  252
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.22  0.22          0.09 0.30  0.16          0.05 0.33  0.05          0.15 0.44  0.44
Crit Volume:          50          430          77          627
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #4 Victory/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.808
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        118          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             132  807  205          175 1340          105          65  997  117          228  653  124
Growth Adj:           1.00 1.00  1.00          1.00 1.00          1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          132  807  205          175 1340          105          65  997  117          228  653  124
User Adj:             1.00 1.00  1.00          1.00 1.00          1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00          1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           132  807  205          175 1340          105          65  997  117          228  653  124
Reduct Vol:           0    0    0          0    0    0          0          0    0    0          0    0    0
Reduced Vol:          132  807  205          175 1340          105          65  997  117          228  653  124
PCE Adj:             1.00 1.00  1.00          1.00 1.00          1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00          1.00 1.00          1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          132  807  205          175 1340          105          72  997  117          251  653  124
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375          1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00          1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.39  0.61          1.00 2.78  0.22          2.00 2.68  0.32          2.00 2.52  0.48
Final Sat.:           1375 3289  836          1375 3825          300          2750 3692  433          2750 3467  658
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.10 0.25  0.25          0.13 0.35  0.35          0.03 0.27  0.27          0.09 0.19  0.19
Crit Volume:          132          482          371          125
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #5 Victory/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.652
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Canoga Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             90   785   96   134 1103   81   83  940   159   226  986   64
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          90   785   96   134 1103   81   83  940   159   226  986   64
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           90   785   96   134 1103   81   83  940   159   226  986   64
Reduct Vol:           0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:          90   785   96   134 1103   81   83  940   159   226  986   64
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          90   785   96   134 1103   81   83  940   159   226  986   64
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.67  0.33  1.00 2.79  0.21  1.00 3.42  0.58  1.00 3.76  0.24
Final Sat.:           1425 3809  466  1425 3983  292  1425 4875  825  1425 5353  347
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.21  0.21  0.09 0.28  0.28  0.06 0.19  0.19  0.16 0.18  0.18
Crit Volume:          294          134          275          226
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #6 Victory/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.791
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        109          Level Of Service:          C
*****
Street Name:          De Soto Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl              Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          2  0  3  1  0          2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              62  833  144          82 1305  173          96  997  53  492 1308  115
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           62  833  144          82 1305  173          96  997  53  492 1308  115
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           62  833  144          82 1305  173          96  997  53  492 1308  115
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          62  833  144          82 1305  173          96  997  53  492 1308  115
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:          62  833  144          82 1305  173          106  997  53  541 1308  115
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.56  0.44          1.00 2.65  0.35          2.00 3.80  0.20  2.00 3.00  1.00
Final Sat.:          1375 3517  608          1375 3642  483          2750 5222  278  2750 4125  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.24  0.24          0.06 0.36  0.36          0.04 0.19  0.19  0.20 0.32  0.08
Crit Volume:          62          493          263          271
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #7 Erwin/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.591
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Topanga Cyn Blvd          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            60 1019    215    151 1498    42    76 334    111    91 115    33
Growth Adj:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:         60 1019    215    151 1498    42    76 334    111    91 115    33
User Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:          60 1019    215    151 1498    42    76 334    111    91 115    33
Reduct Vol:          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         60 1019    215    151 1498    42    76 334    111    91 115    33
PCE Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:         60 1019    215    151 1498    42    76 334    111    91 115    33
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:              1.00 2.48    0.52    1.00 2.92    0.08    1.00 1.50    0.50    1.00 1.55    0.45
Final Sat.:          1500 3716    784    1500 4377    123    1500 2252    748    1500 2331    669
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.04 0.27    0.27    0.10 0.34    0.34    0.05 0.15    0.15    0.06 0.05    0.05
Crit Volume:         60          513          223          91
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #8 Erwin/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.502
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             60  322  106          111  642  102          133  429  106          54  222  115
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          60  322  106          111  642  102          133  429  106          54  222  115
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           60  322  106          111  642  102          133  429  106          54  222  115
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          60  322  106          111  642  102          133  429  106          54  222  115
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          60  322  106          111  642  102          133  429  106          54  222  115
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.50  0.50          1.00 1.73  0.27          1.00 1.60  0.40          1.00 1.32  0.68
Final Sat.:           1500 2257  743          1500 2589  411          1500 2406  594          1500 1976  1024
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.14  0.14          0.07 0.25  0.25          0.09 0.18  0.18          0.04 0.11  0.11
Crit Volume:          60          372          268          54
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #9 Erwin/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.578
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          A
*****
Street Name:          Canoga Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Prot+Permit        Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    1    0    1    0    2    1    0    1    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             127 1041    75    68 1256    140    97 232    130    43 152    116
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          127 1041    75    68 1256    140    97 232    130    43 152    116
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           127 1041    75    68 1256    140    97 232    130    43 152    116
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          127 1041    75    68 1256    140    97 232    130    43 152    116
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          127 1041    75    68 1256    140    97 232    130    43 152    116
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.80    0.20    1.00 2.70    0.30    1.00 1.28    0.72    1.00 1.13    0.87
Final Sat.:           1425 3988    287    1425 3846    429    1425 1827    1023    1425 1616    1234
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.26    0.26    0.05 0.33    0.33    0.07 0.13    0.13    0.03 0.09    0.09
Crit Volume:          127          465          97          134
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #10 Erwin/Variel
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.312
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Variel Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             27  145    58          56  275    109          75  194    41          25  269    78
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          27  145    58          56  275    109          75  194    41          25  269    78
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           27  145    58          56  275    109          75  194    41          25  269    78
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          27  145    58          56  275    109          75  194    41          25  269    78
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          27  145    58          56  275    109          75  194    41          25  269    78
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.43  0.57          1.00 1.43  0.57          1.00 1.65  0.35          1.00 1.55  0.45
Final Sat.:           1500 2143  857          1500 2148  852          1500 2477  523          1500 2326  674
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.07  0.07          0.04 0.13  0.13          0.05 0.08  0.08          0.02 0.12  0.12
Crit Volume:          27          192          75          174
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #11 Erwin/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.732
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69          Level Of Service:          C
*****
Street Name:          De Soto Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1! 0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             156 1411          5    25 2157  186          28    2    148          19    10    23
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          156 1411          5    25 2157  186          28    2    148          19    10    23
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           156 1411          5    25 2157  186          28    2    148          19    10    23
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          156 1411          5    25 2157  186          28    2    148          19    10    23
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10  1.00 1.00  1.00
FinalVolume:          156 1411          5    25 2157  186          31    2    163          19    10    23
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.99  0.01  1.00 2.76  0.24  1.00 0.02  1.98  1.00 1.00  1.00
Final Sat.:           1425 4260  15    1425 3936  339  1425  35  2815  1425 1425  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.33  0.33  0.02 0.55  0.55  0.02 0.06  0.06  0.01 0.01  0.02
Crit Volume:          156          781          82          23
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #12 Oxnard/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.695
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          Topanga Cyn Blvd          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:            107 1173    175    114 1492    51    55 531    221    104 237    59
Growth Adj:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:         107 1173    175    114 1492    51    55 531    221    104 237    59
User Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:          107 1173    175    114 1492    51    55 531    221    104 237    59
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         107 1173    175    114 1492    51    55 531    221    104 237    59
PCE Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:         107 1173    175    114 1492    51    55 531    221    104 237    59
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:              1.00 2.61    0.39    1.00 2.90    0.10    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:          1425 3720    555    1425 4134    141    1425 2850    1425    1425 2850    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.08 0.32    0.32    0.08 0.36    0.36    0.04 0.19    0.16    0.07 0.08    0.04
Crit Volume:         107          514          265          104
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #13 Oxnard/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.562
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Canoga Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    1    0          1    0    2    1    0          1    0    2    0    1          1    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             117 1158          70    103 1133          120    82 392          123    113 381          72
Growth Adj:           1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00
Initial Bse:          117 1158          70    103 1133          120    82 392          123    113 381          72
User Adj:             1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00
PHF Volume:           117 1158          70    103 1133          120    82 392          123    113 381          72
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          117 1158          70    103 1133          120    82 392          123    113 381          72
PCE Adj:              1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00
FinalVolume:          117 1158          70    103 1133          120    82 392          123    113 381          72
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500    1500 1500          1500    1500 1500          1500    1500 1500          1500
Adjustment:           1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00    1.00 1.00          1.00
Lanes:                1.00 2.83          0.17    1.00 2.71          0.29    1.00 2.00          1.00    1.00 1.68          0.32
Final Sat.:           1500 4243          257    1500 4069          431    1500 3000          1500    1500 2523          477
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.27          0.27    0.07 0.28          0.28    0.05 0.13          0.08    0.08 0.15          0.15
Crit Volume:          117          418          196          113
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #14 Oxnard/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.852
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        97          Level Of Service:          D
*****
Street Name:          De Soto Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             122 1379          29          46 2131          234          59 141          78          227 430          59
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          122 1379          29          46 2131          234          59 141          78          227 430          59
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           122 1379          29          46 2131          234          59 141          78          227 430          59
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          122 1379          29          46 2131          234          59 141          78          227 430          59
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          122 1379          29          46 2131          234          59 141          78          227 430          59
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.94          0.06          1.00 2.70          0.30          1.00 1.00          1.00          1.00 1.76          0.24
Final Sat.:           1500 4407          93          1500 4055          445          1500 1500          1500          1500 2638          362
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.31          0.31          0.03 0.53          0.53          0.04 0.09          0.05          0.15 0.16          0.16
Crit Volume:          122          788          141          227
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #15 Califa/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.450
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Topanga Cyn Blvd          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  2  1  0          1  0  3  0  0          0  0  0  0  0          0  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1520  189          81 1838          0          0    0    0          0    0    25
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          0 1520  189          81 1838          0          0    0    0          0    0    25
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           0 1520  189          81 1838          0          0    0    0          0    0    25
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1520  189          81 1838          0          0    0    0          0    0    25
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          0 1520  189          81 1838          0          0    0    0          0    0    25
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               0.00 2.67  0.33          1.00 3.00  0.00          0.00 0.00  0.00          0.00 0.00  1.00
Final Sat.:           0 4002  498          1500 4500          0          0    0    0          0    0    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.38  0.38          0.05 0.41  0.00          0.00 0.00  0.00          0.00 0.00  0.02
Crit Volume:           570          81          0          25
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #16 Califa/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.343
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             24  387  101          106  460          26          39  187          62          40  50          87
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          24  387  101          106  460          26          39  187          62          40  50          87
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           24  387  101          106  460          26          39  187          62          40  50          87
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          24  387  101          106  460          26          39  187          62          40  50          87
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          24  387  101          106  460          26          39  187          62          40  50          87
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.59  0.41          1.00 1.89  0.11          1.00 1.50  0.50          1.00 1.00  1.00
Final Sat.:           1500 2379  621          1500 2840  160          1500 2253  747          1500 1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.16  0.16          0.07 0.16  0.16          0.03 0.08  0.08          0.03 0.03  0.06
Crit Volume:          244          106          125          40
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #17 Califa/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.542
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Canoga Ave          Califa St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               1  0  2  1  0        1  0  2  1  0        1  0  1  0  1        1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             228 1411    117      86 1245    139      57 101    92      22 102    31
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          228 1411    117      86 1245    139      57 101    92      22 102    31
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           228 1411    117      86 1245    139      57 101    92      22 102    31
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          228 1411    117      86 1245    139      57 101    92      22 102    31
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          228 1411    117      86 1245    139      57 101    92      22 102    31
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.77    0.23    1.00 2.70    0.30    1.00 1.00    1.00    1.00 1.53    0.47
Final Sat.:           1500 4155    345    1500 4048    452    1500 1500    1500    1500 2301    699
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.34    0.34    0.06 0.31    0.31    0.04 0.07    0.06    0.01 0.04    0.04
Crit Volume:          228          461          57          67
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #18 Califa/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.776
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        83          Level Of Service:          C
*****
Street Name:          De Soto Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    2    1    0          0    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             260 1494          0          0 2236 161          0    0    47          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          260 1494          0          0 2236 161          0    0    47          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           260 1494          0          0 2236 161          0    0    47          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          260 1494          0          0 2236 161          0    0    47          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          260 1494          0          0 2236 161          0    0    47          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 0.00 0.00 2.80 0.20 0.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 4275          0          0 3988 287          0    0 1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.35 0.00 0.00 0.56 0.56 0.00 0.00 0.03 0.00 0.00 0.00
Crit Volume:          260          799          47          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #19 Burbank/US-101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.634
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          US-101 WB On-Ramp          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    1    1    0          2    0    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          0    0    0          0    648    136    930    285    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          0    0    0          0    648    136    930    285    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          0    648    136    930    285    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          0    648    136    930    285    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
FinalVolume:           0    0    0          0    0    0          0    648    136    1023    285    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.00 1.00 0.00          1.00 1.65 0.35          2.00 1.00 0.00
Final Sat.:            0    0    0          0    1425    0          1425 2356    494          2850 1425    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.00 0.28 0.28          0.36 0.20 0.00
Crit Volume:           0          0          392          512
Crit Moves:
*****

```

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*****
Intersection #20 Burbank/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.871
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        144          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  3  0  1          1  0  3  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             238 1398    618          94 1187    530          67 403    250          146 414    36
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          238 1398    618          94 1187    530          67 403    250          146 414    36
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           238 1398    618          94 1187    530          67 403    250          146 414    36
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          238 1398    618          94 1187    530          67 403    250          146 414    36
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          238 1398    618          94 1187    530          67 403    250          146 414    36
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:               1.00 3.00    1.00          1.00 3.00    1.00          1.00 1.23    0.77          1.00 1.84    0.16
Final Sat.:           1425 4275    1425          1425 4275    1425          1425 1759    1091          1425 2622    228
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.33    0.43          0.07 0.28    0.37          0.05 0.23    0.23          0.10 0.16    0.16
Crit Volume:          238          530          327          146
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #21 Burbank/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.544
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    0          1    0    1    0          1    0    2    0          1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             84    53    37    173    106    214    227    705    81    70    426    155
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          84    53    37    173    106    214    227    705    81    70    426    155
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           84    53    37    173    106    214    227    705    81    70    426    155
Reduct Vol:           0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:          84    53    37    173    106    214    227    705    81    70    426    155
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          84    53    37    173    106    214    227    705    81    70    426    155
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 0.59 0.41 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.47 0.53
Final Sat.:           1500 883 617 1500 1500 1500 1500 3000 1500 1500 2200 800
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06 0.06 0.12 0.07 0.14 0.15 0.24 0.05 0.05 0.19 0.19
Crit Volume:          84          214    227          291
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #22 Burbank/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.811
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        99          Level Of Service:          D
*****
Street Name:          Canoga Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permit+Prot          Prot+Permit          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             211 1680    101    180 1071    162    231 535    130    37 303    76
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          211 1680    101    180 1071    162    231 535    130    37 303    76
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           211 1680    101    180 1071    162    231 535    130    37 303    76
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          211 1680    101    180 1071    162    231 535    130    37 303    76
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          211 1680    101    180 1071    162    231 535    130    37 303    76
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.83    0.17    1.00 2.61    0.39    1.00 2.41    0.59    1.00 2.00    1.00
Final Sat.:           1425 4033    242    1425 3713    562    1425 3439    836    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.42    0.42    0.13 0.29    0.29    0.16 0.16    0.16    0.03 0.11    0.05
Crit Volume:          594          180          231          152
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #23 Burbank(N)/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.729
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69          Level Of Service:          C
*****
Street Name:          De Soto Ave          Burbank Blvd (N)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    2    1    0          2    0    0    0    2          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             245 1542          0          0 1478 647 155 0 129          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          245 1542          0          0 1478 647 155 0 129          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           245 1542          0          0 1478 647 155 0 129          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          245 1542          0          0 1478 647 155 0 129          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
FinalVolume:          245 1542          0          0 1478 647 171 0 142          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 0.00 0.00 2.09 0.91 2.00 0.00 2.00 0.00 0.00 0.00
Final Sat.:           1425 4275          0          0 2973 1302 2850 0 2850          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.36 0.00 0.00 0.50 0.50 0.06 0.00 0.05 0.00 0.00 0.00
Crit Volume:          245          708 85          0
Crit Moves:          ****          ****  ****
*****

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*****
Intersection #24 US-101 WB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.614
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:          Canoga Ave          US-101 WB Off-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  3  0  0          0  0  4  0  0          0  0  0  0  0          1  0  0  0  2
-----|-----|-----|-----|
Volume Module:
Base Vol:              0  962          0    0 1053          0    0    0    0    196    0 1007
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0  962          0    0 1053          0    0    0    0    196    0 1007
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0  962          0    0 1053          0    0    0    0    196    0 1007
Reduct Vol:            0    0    0          0    0    0          0    0    0    0    0    0    0
Reduced Vol:           0  962          0    0 1053          0    0    0    0    196    0 1007
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume:           0  962          0    0 1053          0    0    0    0    196    0 1108
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 3.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.:            0  4275          0    0 5700          0    0    0    0    1425    0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.23 0.00 0.00 0.18 0.00 0.00 0.00 0.00 0.14 0.00 0.39
Crit Volume:           321          0          0          554
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #25 US-101 WB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.726
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          De Soto Ave          US-101 WB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  0          0  0  4  0  1          0  0  0  0  0          1  0  1! 0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              192 1387          0          0 1108  537          0    0    0          166  4  617
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           192 1387          0          0 1108  537          0    0    0          166  4  617
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            192 1387          0          0 1108  537          0    0    0          166  4  617
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           192 1387          0          0 1108  537          0    0    0          166  4  617
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:           192 1387          0          0 1108  537          0    0    0          183  4  679
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 2.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  1.00 0.01  1.99
Final Sat.:            1425 2850          0          0 5700  1425          0    0    0          1425  17  2833
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.13 0.49  0.00  0.00 0.19  0.38  0.00 0.00  0.00  0.13 0.24  0.24
Crit Volume:           694          277          0          341
Crit Moves:            ****          ****
*****

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*****
Intersection #26 US-101 EB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.381
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 EB On-Ramp
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    1          2    0    2    0    0          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    946    228    415    834    0          0    0    0    0          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    946    228    415    834    0          0    0    0    0          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    946    228    415    834    0          0    0    0    0          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0    0          0    0    0
Reduced Vol:          0    946    228    415    834    0          0    0    0    0          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0    946    228    457    834    0          0    0    0    0          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 1.00 2.00 2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:           0 4275 1425 2850 2850    0          0    0    0    0          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.22 0.16 0.16 0.29 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Volume:          315          228          0          0
Crit Moves:           ****          ****
*****

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*****
Intersection #27 US-101 EB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.847
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        121          Level Of Service:          D
*****
Street Name:          De Soto Ave          US-101 EB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    3    0    1          2    0    2    0    0          1    1    0    0    1          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    776    124          954    394          0    697    4    423          0    0    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    776    124          954    394          0    697    4    423          0    0    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    776    124          954    394          0    697    4    423          0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    776    124          954    394          0    697    4    423          0    0    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.10 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    776    124          1049    394          0    767    4    423          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 3.00 1.00          2.00 2.00 0.00          1.99 0.01 1.00          0.00 0.00 0.00
Final Sat.:            0 4275 1425          2850 2850          0 2835 15 1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.18 0.09          0.37 0.14 0.00          0.27 0.27 0.30          0.00 0.00 0.00
Crit Volume:           259          525          423          0
Crit Moves:            ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #28 Topanga Canyon Blvd/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.900
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Topanga Canyon Blvd          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              14 1326    278    205 1820    97    95 135    8    216 113    89
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           14 1326    278    205 1820    97    95 135    8    216 113    89
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           14 1326    278    205 1820    97    95 135    8    216 113    89
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          14 1326    278    205 1820    97    95 135    8    216 113    89
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          14 1326    278    205 1820    97    95 135    8    216 113    89
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 0.94    0.06    1.00 1.00    1.00
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 1345    80    1425 1425    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.47    0.20    0.14 0.64    0.07    0.07 0.10    0.10    0.15 0.08    0.06
Crit Volume:          14          910          143          216
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #29 Topanga Canyon Blvd/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.367
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              150  947  164          115 1264  887          616 967  76          312 1007  59
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           150  947  164          115 1264  887          616 967  76          312 1007  59
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           150  947  164          115 1264  887          616 967  76          312 1007  59
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          150  947  164          115 1264  887          616 967  76          312 1007  59
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          150  947  164          115 1264  887          678 967  76          343 1007  59
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          2.00 2.00  1.00          2.00 2.00  1.00
Final Sat.:          1375 2750  1375          1375 2750  1375          2750 2750  1375          2750 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.34  0.12          0.08 0.46  0.65          0.25 0.35  0.06          0.12 0.37  0.04
Crit Volume:          150          887          339          504
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #30 Topanga Canyon Blvd/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.027
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             108  932  127          125 1630  143          67  856  88          69  673  102
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          108  932  127          125 1630  143          67  856  88          69  673  102
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           108  932  127          125 1630  143          67  856  88          69  673  102
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          108  932  127          125 1630  143          67  856  88          69  673  102
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          108  932  127          125 1630  143          67  856  88          69  673  102
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.81  0.19          1.00 1.74  0.26
Final Sat.:           1425 2850  1425          1425 2850  1425          1425 2584  266          1425 2475  375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.33  0.09          0.09 0.57  0.10          0.05 0.33  0.33          0.05 0.27  0.27
Crit Volume:          108          815          472          69
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #31 Shoup Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.858
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        101          Level Of Service:          D
*****
Street Name:          Shoup Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  1  0      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              175  732   88      91 1035  123  143  894  247  147  837  54
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           175  732   88      91 1035  123  143  894  247  147  837  54
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           175  732   88      91 1035  123  143  894  247  147  837  54
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          175  732   88      91 1035  123  143  894  247  147  837  54
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          175  732   88      91 1035  123  143  894  247  147  837  54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 1.79  0.21  1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 2678  322  1500 3000  1500  1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.27  0.27  0.06 0.34  0.08  0.10 0.30  0.16  0.10 0.28  0.04
Crit Volume:           175          518          447          147
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #32 Topanga Canyon Blvd/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.319
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              136  906  176          98 1841  158          216  812  141          332 1160  116
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           136  906  176          98 1841  158          216  812  141          332 1160  116
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            136  906  176          98 1841  158          216  812  141          332 1160  116
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           136  906  176          98 1841  158          216  812  141          332 1160  116
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:           136  906  176          98 1841  158          238  812  141          365 1160  116
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00          1.00 2.00  1.00          2.00 2.00  1.00          2.00 1.82  0.18
Final Sat.:            1375 2750  1375          1375 2750  1375          2750 2750  1375          2750 2500  250
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.33  0.13          0.07 0.67  0.11          0.09 0.30  0.10          0.13 0.46  0.46
Crit Volume:           136          921          119          638
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #33 Owensmouth Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.736
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             50  158    64          52  669    49          29  903    73          243 1178    37
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           50  158    64          52  669    49          29  903    73          243 1178    37
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           50  158    64          52  669    49          29  903    73          243 1178    37
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          50  158    64          52  669    49          29  903    73          243 1178    37
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          50  158    64          52  669    49          29  903    73          243 1178    37
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.00  1.00          1.00 1.86  0.14          1.00 2.00  1.00          1.00 1.94  0.06
Final Sat.:          1500 1500  1500          1500 2795  205          1500 3000  1500          1500 2909  91
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.11  0.04          0.03 0.24  0.24          0.02 0.30  0.05          0.16 0.40  0.41
Crit Volume:          50          359          452          243
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #34 Canoga Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.821
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80          Level Of Service:          D
*****
Street Name:          Canoga Ave          Sherman Way
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  1        1  0  2  0  1        1  0  2  0  1        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             66  717    97          79 1103    114          91  956    76  136 1440    144
Growth Adj:           1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00 1.00 1.00    1.00
Initial Bse:          66  717    97          79 1103    114          91  956    76  136 1440    144
User Adj:             1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00 1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00 1.00 1.00    1.00
PHF Volume:           66  717    97          79 1103    114          91  956    76  136 1440    144
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          66  717    97          79 1103    114          91  956    76  136 1440    144
PCE Adj:              1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00 1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00 1.00 1.00    1.00
FinalVolume:          66  717    97          79 1103    114          91  956    76  136 1440    144
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500        1500 1500    1500        1500 1500    1500 1500 1500    1500
Adjustment:           1.00 1.00    1.00        1.00 1.00    1.00        1.00 1.00    1.00 1.00 1.00    1.00
Lanes:               1.00 2.00    1.00        1.00 2.00    1.00        1.00 2.00    1.00 1.00 2.73    0.27
Final Sat.:          1500 3000    1500        1500 3000    1500        1500 3000    1500 1500 4091    409
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.24    0.06    0.05 0.37    0.08    0.06 0.32    0.05    0.09 0.35    0.35
Crit Volume:          66          552          478          136
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #35 De Soto Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.845
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       120          Level Of Service:          D
*****
Street Name:          De Soto Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             81  870    95          116 1491    153          91 1077    85          188 1191    127
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          81  870    95          116 1491    153          91 1077    85          188 1191    127
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           81  870    95          116 1491    153          91 1077    85          188 1191    127
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          81  870    95          116 1491    153          91 1077    85          188 1191    127
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          81  870    95          116 1491    153          91 1077    85          188 1191    127
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.70    0.30          1.00 2.72    0.28          1.00 2.78    0.22          1.00 3.00    1.00
Final Sat.:           1425 3854    421          1425 3877    398          1425 3962    313          1425 4275    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.23    0.23          0.08 0.38    0.38          0.06 0.27    0.27          0.13 0.28    0.09
Crit Volume:          81          548          387          188
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #36 Fallbrook Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.829
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        84          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             37 1315    53          67 1652    123          109 539    97          111 433    45
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          37 1315    53          67 1652    123          109 539    97          111 433    45
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           37 1315    53          67 1652    123          109 539    97          111 433    45
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          37 1315    53          67 1652    123          109 539    97          111 433    45
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          37 1315    53          67 1652    123          109 539    97          111 433    45
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:               1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.00    1.00
Final Sat.:           1500 3000    1500          1500 3000    1500          1500 3000    1500          1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.44    0.04          0.04 0.55    0.08          0.07 0.18    0.06          0.07 0.14    0.03
Crit Volume:          37          826          270          111
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #37 Shoup Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.776
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        64          Level Of Service:          C
*****
Street Name:          Shoup Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  1  1  0      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             69  767    78    107 1112    143    149  701    117    130  638    73
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          69  767    78    107 1112    143    149  701    117    130  638    73
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           69  767    78    107 1112    143    149  701    117    130  638    73
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          69  767    78    107 1112    143    149  701    117    130  638    73
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          69  767    78    107 1112    143    149  701    117    130  638    73
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.71    0.29    1.00 2.00    1.00
Final Sat.:           1500 3000    1500    1500 3000    1500    1500 2571    429    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.26    0.05    0.07 0.37    0.10    0.10 0.27    0.27    0.09 0.21    0.05
Crit Volume:          69          556          409    130
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #38 Owensmouth Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.827
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        83          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             21  173    92    101  903    165    66  880    95    246  922    87
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          21  173    92    101  903    165    66  880    95    246  922    87
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           21  173    92    101  903    165    66  880    95    246  922    87
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          21  173    92    101  903    165    66  880    95    246  922    87
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          21  173    92    101  903    165    66  880    95    246  922    87
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00  1.00 1.69  0.31  1.00 2.00  1.00  1.00 1.83  0.17
Final Sat.:           1500 3000  1500  1500 2537  463  1500 3000  1500  1500 2741  259
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.06  0.06  0.07 0.36  0.36  0.04 0.29  0.06  0.16 0.34  0.34
Crit Volume:          21          534          440          246
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #39 Variel Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.513
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Variel Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             51    2    36          19    2    30          15  883  133          126 1269  23
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          51    2    36          19    2    30          15  883  133          126 1269  23
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           51    2    36          19    2    30          15  883  133          126 1269  23
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          51    2    36          19    2    30          15  883  133          126 1269  23
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          51    2    36          19    2    30          15  883  133          126 1269  23
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.58 0.02  0.40          0.37 0.04  0.59          1.00 1.74  0.26          1.00 1.96  0.04
Final Sat.:           860   34   607          559   59   882          1500 2607  393          1500 2947  53
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06          0.03 0.03  0.03          0.01 0.34  0.34          0.08 0.43  0.43
Crit Volume:           89    19          15
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #40 Topanga Canyon Blvd/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.443
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1!  0  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             6  945  43          21 1614  18          37  7  6          31  8  12
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          6  945  43          21 1614  18          37  7  6          31  8  12
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           6  945  43          21 1614  18          37  7  6          31  8  12
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          6  945  43          21 1614  18          37  7  6          31  8  12
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          6  945  43          21 1614  18          37  7  6          31  8  12
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.87  0.13          1.00 2.97  0.03          0.74 0.14  0.12          1.00 1.00  1.00
Final Sat.:           1425 4089  186          1425 4228  47          1055 200  171          1425 1425  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.23  0.23          0.01 0.38  0.38          0.04 0.04  0.04          0.02 0.01  0.01
Crit Volume:          6          544          50          31
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #41 Woodlake Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.836
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        88          Level Of Service:          D
*****
Street Name:          Woodlake Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    1! 0    0          1    0    1    0    1          1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             40    130    103          244    243    117          108    1257    40          88    626    80
Growth Adj:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:          40    130    103          244    243    117          108    1257    40          88    626    80
User Adj:             1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:           40    130    103          244    243    117          108    1257    40          88    626    80
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          40    130    103          244    243    117          108    1257    40          88    626    80
PCE Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
FinalVolume:          40    130    103          244    243    117          108    1257    40          88    626    80
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500          1500    1500    1500          1500    1500    1500          1500    1500    1500
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                0.15    0.47    0.38          1.00    1.00    1.00          1.00    1.94    0.06          1.00    1.77    0.23
Final Sat.:           220    714    566          1500    1500    1500          1500    2907    93          1500    2660    340
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18    0.18    0.18          0.16    0.16    0.08          0.07    0.43    0.43          0.06    0.24    0.24
Crit Volume:          273          244          649          88
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #42 Fallbrook Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.833
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        111          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              154  987    64    137 1495    125    196  995    160    108  651    159
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           154  987    64    137 1495    125    196  995    160    108  651    159
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           154  987    64    137 1495    125    196  995    160    108  651    159
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          154  987    64    137 1495    125    196  995    160    108  651    159
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          154  987    64    137 1495    125    196  995    160    108  651    159
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.77    0.23    1.00 2.58    0.42    1.00 2.41    0.59
Final Sat.:           1425 2850    1425    1425 3945    330    1425 3683    592    1425 3436    839
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.35    0.04    0.10 0.38    0.38    0.14 0.27    0.27    0.08 0.19    0.19
Crit Volume:          154          540          385    108
Crit Moves:          ****          ****          ****    ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #43 Shoup Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.966
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             102  702    50      126 1245    72      96  912    263    101  713    78
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          102  702    50      126 1245    72      96  912    263    101  713    78
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           102  702    50      126 1245    72      96  912    263    101  713    78
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          102  702    50      126 1245    72      96  912    263    101  713    78
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          102  702    50      126 1245    72      96  912    263    101  713    78
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.87    0.13    1.00 1.89    0.11    1.00 1.55    0.45    1.00 1.80    0.20
Final Sat.:           1500 2801    199    1500 2836    164    1500 2329    671    1500 2704    296
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.25    0.25    0.08 0.44    0.44    0.06 0.39    0.39    0.07 0.26    0.26
Crit Volume:          102          659          588          101
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #44 Westfield Way (Pvt)/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.258
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Westfield Way (Pvt)          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    1    0    0    1          1    0    3    1    0          1    0    3    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              14    4    10          3    7    13          21 1258          37    17 1019          10
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
Initial Bse:           14    4    10          3    7    13          21 1258          37    17 1019          10
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Volume:            14    4    10          3    7    13          21 1258          37    17 1019          10
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:           14    4    10          3    7    13          21 1258          37    17 1019          10
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
FinalVolume:           14    4    10          3    7    13          21 1258          37    17 1019          10
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.78 0.22 1.00          0.30 0.70 1.00          1.00 3.89 0.11          1.00 3.96 0.04
Final Sat.:           1108 317 1425          428 998 1425          1425 5537 163          1425 5645 55
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.01 0.01          0.01 0.01 0.01          0.01 0.23 0.23          0.01 0.18 0.18
Crit Volume:           14          13          324          17
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #45 Owensmouth Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.696
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        75          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  3  1  0          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              47  219    84    165  933    122    53 1198    141    198  880    73
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           47  219    84    165  933    122    53 1198    141    198  880    73
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           47  219    84    165  933    122    53 1198    141    198  880    73
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          47  219    84    165  933    122    53 1198    141    198  880    73
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:          47  219    84    165  933    122    58 1198    141    218  880    73
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    1.00 2.00    1.00    2.00 3.58    0.42    2.00 3.69    0.31
Final Sat.:          1375 2750    1375    1375 2750    1375    2750 4921    579    2750 5079    421
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.08    0.06    0.12 0.34    0.09    0.02 0.24    0.24    0.08 0.17    0.17
Crit Volume:          47          467          335    109
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #46 Variel Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.557
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Street Name:          Variel Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    0          0    0    0    0          1    0    3    1    0          1    0    3    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             69    0    106          0    0    0          0 1137    200    353 1471    0
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          69    0    106          0    0    0          0 1137    200    353 1471    0
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           69    0    106          0    0    0          0 1137    200    353 1471    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          69    0    106          0    0    0          0 1137    200    353 1471    0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          69    0    106          0    0    0          0 1137    200    353 1471    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 0.00 1.00          0.00 0.00 0.00          1.00 3.40 0.60 1.00 4.00 0.00
Final Sat.:           1425    0 1425          0    0    0          1425 4847 853 1425 5700    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.00 0.07          0.00 0.00 0.00          0.00 0.23 0.23 0.25 0.26 0.00
Crit Volume:          106          0          334          353
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #47 Mason Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.842
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        117          Level Of Service:              D
*****
Street Name:          Mason Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  1  1  0      1  0  2  0  1      1  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             78    84    28      335  343    823    201 1769    236    97 1756    152
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          78    84    28      335  343    823    201 1769    236    97 1756    152
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           78    84    28      335  343    823    201 1769    236    97 1756    152
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          78    84    28      335  343    823    201 1769    236    97 1756    152
PCE Adj:              2.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          156    84    28      335  343    823    201 1769    236    97 1756    152
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 1.56  0.44    1.00 2.00  1.00    1.00 3.00  1.00    1.00 3.00  1.00
Final Sat.:           1425 2220  630    1425 2850  1425    1425 4275  1425    1425 4275  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.04  0.04    0.24 0.12  0.58    0.14 0.41  0.17    0.07 0.41  0.11
Crit Volume:          78          335          201          585
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #48 Owensmouth Ave/Canyon Creek Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.437
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Canyon Creek Rd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1    0    2    0    0          0    0    1    1    0          1    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:            45    298    0          0    1135    9          0    0    6          0    0    0
Growth Adj:          1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:         45    298    0          0    1135    9          0    0    6          0    0    0
User Adj:            1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:          45    298    0          0    1135    9          0    0    6          0    0    0
Reduct Vol:          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         45    298    0          0    1135    9          0    0    6          0    0    0
PCE Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:         45    298    0          0    1135    9          0    0    6          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:          1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:              1.00    2.00    0.00    0.00    1.98    0.02    1.00    0.00    1.00    0.00    0.00    0.00
Final Sat.:          1425    2850    0          0    2828    22    1425    0    1425    0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.03    0.10    0.00    0.00    0.40    0.40    0.00    0.00    0.00    0.00    0.00    0.00
Crit Volume:         45          572          6          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #49 Shoup Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.548
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Street Name:          Shoup Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Split Phase      Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      0  0  1! 0  0      1  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             2  793    78    215 1225    7    13    3    18    92    3    96
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          2  793    78    215 1225    7    13    3    18    92    3    96
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           2  793    78    215 1225    7    13    3    18    92    3    96
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          2  793    78    215 1225    7    13    3    18    92    3    96
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:          2  793    78    215 1225    7    13    3    18    101    3    96
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425 1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.82  0.18  1.00 1.99  0.01  0.38 0.09  0.53  1.94 0.06  1.00
Final Sat.:           1425 2595  255  1425 2834    16    545 126    754  2768    82  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.31  0.31  0.15 0.43  0.43  0.02 0.02  0.02  0.04 0.04  0.07
Crit Volume:          436    215          34          96
Crit Moves:           ****    ****          ****          ****
*****

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*****
Intersection #50 Shoup Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.266
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Oxnard St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             96  738    51    126  928    187    62  655    68    114 1183    177
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          96  738    51    126  928    187    62  655    68    114 1183    177
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           96  738    51    126  928    187    62  655    68    114 1183    177
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          96  738    51    126  928    187    62  655    68    114 1183    177
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          96  738    51    126  928    187    62  655    68    114 1183    177
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.87    0.13    1.00 1.66    0.34    1.00 2.00    1.00    1.00 1.00    1.00
Final Sat.:          1500 2806    194    1500 2497    503    1500 3000    1500    1500 1500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.26    0.26    0.08 0.37    0.37    0.04 0.22    0.05    0.08 0.79    0.12
Crit Volume:          96          558    62          1183
Crit Moves:          ****          ****    ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #51 Owensmouth Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.550
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             40  335   53          85  637   94          142  524  184          157  309   61
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           40  335   53          85  637   94          142  524  184          157  309   61
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           40  335   53          85  637   94          142  524  184          157  309   61
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          40  335   53          85  637   94          142  524  184          157  309   61
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          40  335   53          85  637   94          142  524  184          157  309   61
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.73  0.27          1.00 1.74  0.26          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1500 2590  410          1500 2614  386          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.13  0.13          0.06 0.24  0.24          0.09 0.17  0.12          0.10 0.10  0.04
Crit Volume:          40          366          262          157
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #52
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.577
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      1      0      1      0      1      1      0      1      0      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      40      603      46      169      647      83      93      339      52      33      171      52
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      40      603      46      169      647      83      93      339      52      33      171      52
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      40      603      46      169      647      83      93      339      52      33      171      52
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      40      603      46      169      647      83      93      339      52      33      171      52
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      40      603      46      169      647      83      93      339      52      33      171      52
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      1.86      0.14      1.00      1.77      0.23      1.00      1.00      1.00      1.00      0.77      0.23
Final Sat.:      1500      2787      213      1500      2659      341      1500      1500      1500      1500      1150      350
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.03      0.22      0.22      0.11      0.24      0.24      0.06      0.23      0.03      0.02      0.15      0.15
Crit Volume:      325      169      339      33
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #53 Shoup Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.955
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Protected        Split Phase      Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0    1    0    1    0    1    1    0    0    1    1    0    2    1    0    1    0    3    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:              71    363    128    621    184    263    63    974    65    52    851    300
Growth Adj:            1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:           71    363    128    621    184    263    63    974    65    52    851    300
User Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:               1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           71    363    128    621    184    263    63    974    65    52    851    300
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          71    363    128    621    184    263    63    974    65    52    851    300
PCE Adj:              1.00    1.00    1.00    2.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.10    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          71    363    128    683    184    263    63    974    65    52    851    300
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                0.25    1.29    0.46    1.58    0.42    1.00    1.00    2.81    0.19    1.00    3.00    1.00
Final Sat.:           360    1841    649    2245    605    1425    1425    4008    267    1425    4275    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20    0.20    0.20    0.30    0.30    0.18    0.04    0.24    0.24    0.04    0.20    0.21
Crit Volume:          281    434          346          300
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #54 US-101 EB/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.900
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          US-101 EB On Ramp          Ventura Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Ignore          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    0    0    1          0    0    0    0    0          1    0    2    0    0          0    1    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    0    1510          0    0    0          902    924          0          19    1074          49
Growth Adj:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:          0    0    1510          0    0    0          902    924          0          19    1074          49
User Adj:             1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:           0    0    0          0    0    0          902    924          0          19    1074          49
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          0    0    0          0    0    0          902    924          0          19    1074          49
PCE Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          4.00    1.00    1.00
MLF Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
FinalVolume:          0    0    0          0    0    0          902    924          0          76    1074          49
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425          1425    1425    1425          1425    1425    1425          1425    1425    1425
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                0.00    0.00    1.00          0.00    0.00    0.00          1.00    2.00    0.00          0.05    2.82    0.13
Final Sat.:           0    0    1425          0    0    0          1425    2850          0          71    4020    183
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00    0.00    0.00          0.00    0.00    0.00          0.63    0.32    0.00          0.27    0.27    0.27
Crit Volume:          0          0          902          381
Crit Moves:
*****

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*****
Intersection #55
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.583
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Ignore      Ignore      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 3 0 0      0 0 3 0 0      0 0 0 0 1      0 0 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1806      0 0 1552      0 0 0 550      0 0 0 415
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 1806      0 0 1552      0 0 0 550      0 0 0 415
User Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:   0 1806      0 0 1552      0 0 0 0      0 0 0 415
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 1806      0 0 1552      0 0 0 0      0 0 0 415
PCE Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.10
FinalVolume:  0 1806      0 0 1552      0 0 0 0      0 0 0 457
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 3.00 0.00 0.00 3.00 0.00 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:   0 4275      0 0 4275      0 0 0 1425      0 0 0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.42 0.00 0.00 0.36 0.00 0.00 0.00 0.00 0.00 0.00 0.16
Crit Volume:   602      0      0      228
Crit Moves:    ****      ****      ****
*****

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*****
Intersection #56
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.911
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 1      1 0 2 1 0      2 0 2 1 0      2 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      153 1191      343      148 900      91      718 1046      143      208 625      211
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      153 1191      343      148 900      91      718 1046      143      208 625      211
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      153 1191      343      148 900      91      718 1046      143      208 625      211
Reduct Vol:      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      153 1191      343      148 900      91      718 1046      143      208 625      211
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.10 1.00      1.00
FinalVolume:      153 1191      343      148 900      91      790 1046      143      229 625      211
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      1.00      1.00 2.72      0.28      2.00 2.64      0.36      2.00 2.00      1.00
Final Sat.:      1375 4125      1375      1375 3746      379      2750 3629      496      2750 2750      1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.11 0.29      0.25      0.11 0.24      0.24      0.29 0.29      0.29      0.08 0.23      0.15
Crit Volume:      397      148      395      313
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #57
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.744
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 0 1      2 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      156 422      68      185 294      263      540 1285      71      59 939      234
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      156 422      68      185 294      263      540 1285      71      59 939      234
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      156 422      68      185 294      263      540 1285      71      59 939      234
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      156 422      68      185 294      263      540 1285      71      59 939      234
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      156 422      68      185 294      263      594 1285      71      59 939      234
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 1.72      0.28      1.00 1.00      1.00      2.00 2.84      0.16      1.00 3.00      1.00
Final Sat.:      1425 2454      396      1425 1425      1425      2850 4051      224      1425 4275      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.11 0.17      0.17      0.13 0.21      0.18      0.21 0.32      0.32      0.04 0.22      0.16
Crit Volume:      156          294          297          313
Crit Moves:      ****          ****          ****          ****
*****

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*****
Intersection #58
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.877
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        151          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      1      0      2      0      1      0      1      0      3      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      98      264      142      667      200      388      234      1225      63      65      1273      406
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      98      264      142      667      200      388      234      1225      63      65      1273      406
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      98      264      142      667      200      388      234      1225      63      65      1273      406
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      98      264      142      667      200      388      234      1225      63      65      1273      406
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      98      264      142      734      200      388      234      1225      63      65      1273      406
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      1.30      0.70      2.00      1.00      1.00      1.00      2.85      0.15      1.00      3.00      1.00
Final Sat.:      1425      1853      997      2850      1425      1425      1425      4066      209      1425      4275      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.07      0.14      0.14      0.26      0.14      0.27      0.16      0.30      0.30      0.05      0.30      0.28
Crit Volume:      203          388      234          424
Crit Moves:      ****          ****      ****          ****
*****

```

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

```

*****
Intersection #59
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.592
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      7 1127      4 1 1409      14 116 17 19      15 5 3
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  7 1127      4 1 1409      14 116 17 19      15 5 3
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  7 1127      4 1 1409      14 116 17 19      15 5 3
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  7 1127      4 1 1409      14 116 17 19      15 5 3
PCE Adj:     6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 42 1127      4 6 1409      14 116 17 19      15 5 3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.01 1.98 0.01 0.01 1.97 0.02 0.77 0.11 0.12 0.65 0.22 0.13
Final Sat.:  19 2971      10 2 2968      29 1145 168 188      978 326 196
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.37 0.38 0.39 0.47 0.47 0.48 0.10 0.10 0.10 0.02 0.02 0.02
Crit Volume:  7          715          152 15
Crit Moves:  ****          ****          **** ****
*****

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```

*****
Intersection #60
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.421
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 0 0 1      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      28 831 0      24 1575 38      12 0 4      3 0 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 831 0      24 1575 38      12 0 4      3 0 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 831 0      24 1575 38      12 0 4      3 0 1
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 28 831 0      24 1575 38      12 0 4      3 0 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 831 0      24 1575 38      12 0 4      3 0 1
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 1.00 2.93 0.07 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 4125 0 1375 4028 97 1375 0 1375 1375 0 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.02 0.20 0.00 0.02 0.39 0.39 0.01 0.00 0.00 0.00 0.00 0.00
Crit Volume: 28 538 12 1
Crit Moves: **** **** **** ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #61 De Soto Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.734
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          C
*****
Street Name:          De Soto Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             190  869   24          29 1712   107          59   6   152          87  42   49
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           190  869   24          29 1712   107          59   6   152          87  42   49
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           190  869   24          29 1712   107          59   6   152          87  42   49
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          190  869   24          29 1712   107          59   6   152          87  42   49
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          190  869   24          29 1712   107          59   6   152          87  42   49
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.92  0.08          1.00 2.82  0.18          0.27 0.03  0.70          0.49 0.24  0.27
Final Sat.:           1500 4379  121          1500 4235  265          408   41  1051          733  354  413
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.20  0.20          0.02 0.40  0.40          0.14 0.14  0.14          0.12 0.12  0.12
Crit Volume:          190          606          217          87
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #62
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.444
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      2      1      0      1      0      3      0      0      0      0      1!      0      0      1      0      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0      960      11      8 1888      0      0      0      0      4      0      3
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0      960      11      8 1888      0      0      0      0      4      0      3
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0      960      11      8 1888      0      0      0      0      4      0      3
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      0      960      11      8 1888      0      0      0      0      4      0      3
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      0      960      11      8 1888      0      0      0      0      4      0      3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 2.97 0.03 1.00 3.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00
Final Sat.:      1425 4227 48 1425 4275 0 0 1425 0 1425 0 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.23 0.23 0.01 0.44 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Volume:      0      629      0      4
Crit Moves:      ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #63 Canoga Ave/Trillium Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.423
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          Trillium Dwy (Pvt)
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Split Phase      Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    2    1    0    2    0    3    0    0    0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    973    347    244 1389    0    0    0    0    37    0    17
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    973    347    244 1389    0    0    0    0    37    0    17
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    973    347    244 1389    0    0    0    0    37    0    17
Reduct Vol:           0    0    0        0    0    0    0    0    0    0    0    0
Reduced Vol:          0    973    347    244 1389    0    0    0    0    37    0    17
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0    973    347    268 1389    0    0    0    0    41    0    17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.21 0.79 2.00 3.00 0.00 0.00 0.00 0.00 1.41 0.00 0.59
Final Sat.:           1425 3151 1124 2850 4275    0    0    0    0    2010    0    840
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.31 0.31 0.09 0.32 0.00 0.00 0.00 0.00 0.02 0.00 0.02
Crit Volume:          440          134          0          29
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #64 De Soto Ave/Warner Center Lane (Pvt)/Serrania Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.582
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          De Soto Ave          Warner Center Lane (Pvt)/Serrania
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          1  0  2  1  0          0  0  0  0  1          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              117 1694          17    136 2093          41    0    0    37          7    1    22
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           117 1694          17    136 2093          41    0    0    37          7    1    22
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           117 1694          17    136 2093          41    0    0    37          7    1    22
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          117 1694          17    136 2093          41    0    0    37          7    1    22
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          117 1694          17    136 2093          41    0    0    37          7    1    22
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 1.00 3.00          1.00 2.94 0.06          0.00 0.00 1.00          0.23 0.03 0.74
Final Sat.:           1500 4500          1500 1500 4414          86    0    0 1500          350  50 1100
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.38          0.01 0.09 0.47          0.47 0.00 0.00          0.02 0.02 0.02
Crit Volume:           117          711          37    7
Crit Moves:           ****          ****          ****    ****
*****

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*****
Intersection #65 Canoga AveWarner Ranch Rd (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.668
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Street Name:          Canoga Ave          Warner Ranch Rd (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             68 1837  169          291 1050  12          1    0    18          0    0    42
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          68 1837  169          291 1050  12          1    0    18          0    0    42
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           68 1837  169          291 1050  12          1    0    18          0    0    42
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          68 1837  169          291 1050  12          1    0    18          0    0    42
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          68 1837  169          291 1050  12          1    0    18          0    0    42
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.75  0.25          1.00 2.97  0.03          0.05 0.00  0.95          1.00 0.00  1.00
Final Sat.:           1500 4121  379          1500 4449  51          79    0  1421          1500    0  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.45  0.45          0.19 0.24  0.24          0.01 0.00  0.01          0.00 0.00  0.03
Crit Volume:          669    291          1          42
Crit Moves:           ****    ****          ****          ****
*****

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*****
Intersection #66
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.701
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      2      1      0      1      0      2      1      0      1      1      0      0      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      128 1704      79      129 1420      114      41      11      38      203      12      107
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      128 1704      79      129 1420      114      41      11      38      203      12      107
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      128 1704      79      129 1420      114      41      11      38      203      12      107
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      128 1704      79      129 1420      114      41      11      38      203      12      107
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      128 1704      79      129 1420      114      45      11      38      203      12      107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.87      0.13      1.00 2.78      0.22      2.00 1.00      1.00      1.00 0.10      0.90
Final Sat.:      1375 3942      183      1375 3818      307      2750 1375      1375      1375 139      1236
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.43      0.43      0.09 0.37      0.37      0.02 0.01      0.03      0.15 0.09      0.09
Crit Volume:      594      129      38      203
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #67 Owensmouth Ave/Promenade Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.309
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Promenade Dwy (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          0  1  0  1  0          0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             35  396  49          53  775  44          11  1  19          0  0  3
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          35  396  49          53  775  44          11  1  19          0  0  3
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           35  396  49          53  775  44          11  1  19          0  0  3
Reduct Vol:           0    0    0          0    0    0          0    0    0          0  0  0
Reduced Vol:          35  396  49          53  775  44          11  1  19          0  0  3
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          35  396  49          53  775  44          11  1  19          0  0  3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 1.78  0.22  1.00 1.89  0.11  0.71 0.29  1.00  0.00 1.00  1.00
Final Sat.:          1500 2670  330  1500 2839  161  1065 435  1500  0 1500  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.15  0.15  0.04 0.27  0.27  0.01 0.00  0.01  0.00 0.00  0.00
Crit Volume:          35          410          19  0
Crit Moves:          ****          ****          ****  ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #68 Owensmouth Ave/West Valley Way (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.476
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          West Valley Way (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    0          0    0    1    1    0          1    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             54    336          0          0    941    258          14    0    25          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          54    336          0          0    941    258          14    0    25          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           54    336          0          0    941    258          14    0    25          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          54    336          0          0    941    258          14    0    25          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          54    336          0          0    941    258          14    0    25          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 1.57 0.43 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0          0 2237 613 1425 0 1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.12 0.00 0.00 0.42 0.42 0.01 0.00 0.02 0.00 0.00 0.00
Crit Volume:          54          600          25          0
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #69 Canoga Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.507
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Street Name:          Canoga Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0    0    2    1    0          1    0    2    0    0          0    0    0    0    0          1    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    917    15          2    1426    0          0    0    0          16    0    1
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    917    15          2    1426    0          0    0    0          16    0    1
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    917    15          2    1426    0          0    0    0          16    0    1
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    917    15          2    1426    0          0    0    0          16    0    1
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0    917    15          2    1426    0          0    0    0          18    0    1
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               0.00 2.95 0.05 1.00 2.00 0.00 0.00 0.00 0.00 1.89 0.00 0.11
Final Sat.:           0    4206    69 1425 2850    0          0    0    0          2697    0    153
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.22 0.22 0.00 0.50 0.00 0.00 0.00 0.00 0.01 0.00 0.01
Crit Volume:          0          713          0          9
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #70 AMC Dwy/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.441
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          AMC Dwy          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             76    1    62      9    3    23      61  810  152      61  464  29
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          76    1    62      9    3    23      61  810  152      61  464  29
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           76    1    62      9    3    23      61  810  152      61  464  29
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          76    1    62      9    3    23      61  810  152      61  464  29
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          76    1    62      9    3    23      61  810  152      61  464  29
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.55 0.01  0.44    0.75 0.25  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           779   10   636    1069 356  1425    1425 2850  1425    1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.10  0.10    0.01 0.01  0.02    0.04 0.28  0.11    0.04 0.16  0.02
Crit Volume:          139          23          405          61
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #71 Eton Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.521
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          Eton Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    1    0    1    0    1    0    1    1    0    1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             18    0    6    3    1    4    15  972    44    25 1408    8
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          18    0    6    3    1    4    15  972    44    25 1408    8
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           18    0    6    3    1    4    15  972    44    25 1408    8
Reduct Vol:           0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:          18    0    6    3    1    4    15  972    44    25 1408    8
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          18    0    6    3    1    4    15  972    44    25 1408    8
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 0.00 1.00 1.00 0.20 0.80 1.00 1.91 0.09 1.00 2.00 1.00
Final Sat.:           1425    0 1425 1425 285 1140 1425 2727 123 1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.00 0.00 0.00 0.00 0.00 0.01 0.36 0.36 0.02 0.49 0.01
Crit Volume:          18          5          15          704
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #72 Independence Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.553
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Street Name:          Independence Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0    1    0    0    1          0    0    1! 0    0          1    0    1    1    0          1    0    2    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             27    1    67          38    4    43          16  843    83    200 1335    17
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          27    1    67          38    4    43          16  843    83    200 1335    17
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           27    1    67          38    4    43          16  843    83    200 1335    17
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          27    1    67          38    4    43          16  843    83    200 1335    17
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          27    1    67          38    4    43          16  843    83    200 1335    17
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               0.96 0.04  1.00          0.45 0.05  0.50          1.00 1.82  0.18  1.00 2.00  1.00
Final Sat.:          1374  51  1425          637  67  721          1425 2595  255  1425 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02  0.05          0.06 0.06  0.06          0.01 0.32  0.32  0.14 0.47  0.01
Crit Volume:           67    38          16          668
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #73 Variel Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.282
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Variel Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    1! 0    0          0    0    1! 0    0          0    0    1! 0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             5    17    46          34    146    22          24    86    24          34    33    125
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          5    17    46          34    146    22          24    86    24          34    33    125
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           5    17    46          34    146    22          24    86    24          34    33    125
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          5    17    46          34    146    22          24    86    24          34    33    125
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          5    17    46          34    146    22          24    86    24          34    33    125
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.07 0.25 0.68          0.17 0.72 0.11          0.18 0.64 0.18          0.18 0.17 0.65
Final Sat.:           110  375 1015          252 1084 163          269  963  269          266  258  977
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.05 0.05          0.13 0.13 0.13          0.09 0.09 0.09          0.13 0.13 0.13
Crit Volume:          5          202          24          192
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #74 Variel Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.437
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Variel Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   0      1      0      1      0          0      1      0      1      0          0      1      0      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:                26      41      11          49      133      106          84      326          41      51      591      110
Growth Adj:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Initial Bse:              26      41      11          49      133      106          84      326          41      51      591      110
User Adj:                1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Volume:              26      41      11          49      133      106          84      326          41      51      591      110
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:             26      41      11          49      133      106          84      326          41      51      591      110
PCE Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          4.00      1.00      1.00          2.00      1.00      1.00
MLF Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
FinalVolume:             26      41      11          49      133      106          336      326          41      102      591      110
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500      1500      1500          1500      1500      1500          1500      1500      1500          1500      1500      1500
Adjustment:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Lanes:                   0.67      1.05      0.28          0.34      0.92      0.74          0.84      1.04      0.12          0.15      1.58      0.27
Final Sat.:              1000      1577      423          510      1385      1104          1266      1559      175          218      2371      411
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.03      0.03      0.03          0.10      0.10      0.10          0.07      0.21      0.23          0.23      0.25      0.27
Crit Volume:              26          144          84          402
Crit Moves:              ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #75 Variel Ave/Califa St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.307
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Variel Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             5    1    2          23   10   103          36   38    7          5   183   96
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           5    1    2          23   10   103          36   38    7          5   183   96
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           5    1    2          23   10   103          36   38    7          5   183   96
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          5    1    2          23   10   103          36   38    7          5   183   96
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          5    1    2          23   10   103          36   38    7          5   183   96
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               0.63 0.12  0.25          0.17 0.07  0.76          0.44 0.47  0.09          0.02 0.64  0.34
Final Sat.:           938  188   375          254  110  1136          667  704   130          26  967   507
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01  0.01          0.09 0.09  0.09          0.05 0.05  0.05          0.19 0.19  0.19
Crit Volume:          5          136          36          284
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #76 Warner Center Lane/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.378
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Center Lane          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0    0    0    0    0          0    0    1! 0    0          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    0    0          8    0    71          127 535          0    0    631    33
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          0    0    0          8    0    71          127 535          0    0    631    33
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           0    0    0          8    0    71          127 535          0    0    631    33
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:          0    0    0          8    0    71          127 535          0    0    631    33
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          0    0    0          8    0    71          127 535          0    0    631    33
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:               0.00 0.00 0.00          0.10 0.00 0.90          1.00 3.00 0.00          0.00 1.90 0.10
Final Sat.:           0    0    0          144    0    1281          1425 4275          0    0    2708    142
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00          0.06 0.00 0.06          0.09 0.13 0.00          0.00 0.23 0.23
Crit Volume:          0          79    127          332
Crit Moves:          *****          *****          *****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #77 De Soto/Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.855
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        128          Level Of Service:          D
*****
Street Name:          De Soto          Clark St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1  1  0        0  0  5  0  0        0  0  0  0  0        0  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1993   136        0 1550   0        0    0    0        0    0    154
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1993   136        0 1550   0        0    0    0        0    0    154
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1993   136        0 1550   0        0    0    0        0    0    154
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          0 1993   136        0 1550   0        0    0    0        0    0    154
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0 1993   136        0 1550   0        0    0    0        0    0    154
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.87 0.13 0.00 5.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.:           0 2668   182        0 7125   0        0    0    0        0    0    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.75 0.75 0.00 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.11
Crit Volume:          1065    0        0        154
Crit Moves:           ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #78 Warner Ranch Rd (Pvt)/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.269
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Warner Ranch Rd (Pvt)          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          1    0    0    0    1          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          15    0    12          122    622          0          0    290    204
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          15    0    12          122    622          0          0    290    204
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          15    0    12          122    622          0          0    290    204
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          15    0    12          122    622          0          0    290    204
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          15    0    12          122    622          0          0    290    204
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 0.00 0.00          1.00 0.00 1.00          1.00 3.00 0.00          0.00 1.17 0.83
Final Sat.:           0    0    0          1425    0    1425          1425 4275          0          0    1673    1177
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00          0.01 0.00 0.01          0.09 0.15 0.00          0.00 0.17 0.17
Crit Volume:          0          15          122          247
Crit Moves:
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #79 Owensmouth Ave/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.328
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Marylee St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             35  535  30          37  360  147          96  10  61          6  5  25
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          35  535  30          37  360  147          96  10  61          6  5  25
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           35  535  30          37  360  147          96  10  61          6  5  25
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35  535  30          37  360  147          96  10  61          6  5  25
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          35  535  30          37  360  147          96  10  61          6  5  25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.89  0.11          1.00 1.42  0.58          0.57 0.06  0.37          0.17 0.14  0.69
Final Sat.:           1500 2841  159          1500 2130  870          862  90  548          250  208  1042
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.19  0.19          0.02 0.17  0.17          0.11 0.11  0.11          0.02 0.02  0.02
Crit Volume:          283          37          167          6
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #80 Topanga Canyon Blvd/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.505
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Marylee St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  2  1  0          1  0  3  0  0          0  0  0  0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1643    78    100 1814    0    0    0    0    9    0    75
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          0 1643    78    100 1814    0    0    0    0    9    0    75
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           0 1643    78    100 1814    0    0    0    0    9    0    75
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1643    78    100 1814    0    0    0    0    9    0    75
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          0 1643    78    100 1814    0    0    0    0    9    0    75
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.00 2.86  0.14  1.00 3.00  0.00  0.00 0.00  0.00  0.11 0.00  0.89
Final Sat.:           0 4296    204  1500 4500    0    0    0    0    161    0 1339
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.38  0.38  0.07 0.40  0.00  0.00 0.00  0.00  0.06 0.00  0.06
Crit Volume:          574    100          0          84
Crit Moves:           ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #81 Topanga Canyon Blvd/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.539
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Calvert St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          0  0  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              71 1294          14          21 1713          46          0    0    111          0    0    26
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           71 1294          14          21 1713          46          0    0    111          0    0    26
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           71 1294          14          21 1713          46          0    0    111          0    0    26
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          71 1294          14          21 1713          46          0    0    111          0    0    26
PCE Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.10
FinalVolume:          71 1294          14          21 1713          46          0    0    111          0    0    29
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.97          0.03          1.00 2.92          0.08          0.00 0.00          1.00          0.00 0.00          2.00
Final Sat.:           1425 4229          46          1425 4163          112          0    0    1425          0    0    2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.31          0.31          0.01 0.41          0.41          0.00 0.00          0.08          0.00 0.00          0.01
Crit Volume:          71          586          111          0
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #82 Topanga Canyon Blvd/Bassett St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.538
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Bassett St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    2    1    0          0    0    1!    0    0          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             34 1254          0          0 1726          62 107          0 30          0    0    0
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          34 1254          0          0 1726          62 107          0 30          0    0    0
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           34 1254          0          0 1726          62 107          0 30          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          34 1254          0          0 1726          62 107          0 30          0    0    0
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          34 1254          0          0 1726          62 107          0 30          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 3.00          0.00 0.00 2.90          0.10 0.78 0.00          0.22 0.00 0.00
Final Sat.:           1425 4275          0          0 4127          148 1113          0 312          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.29          0.00 0.00 0.42          0.42 0.10 0.00          0.10 0.00 0.00
Crit Volume:          34          596          137          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #83 Randi Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.515
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Randi Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                0  0  1! 0  0      0  0  1! 0  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             38    7    63      10    6    26      24 1202    34    37  671    2
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          38    7    63      10    6    26      24 1202    34    37  671    2
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           38    7    63      10    6    26      24 1202    34    37  671    2
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          38    7    63      10    6    26      24 1202    34    37  671    2
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          38    7    63      10    6    26      24 1202    34    37  671    2
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.35 0.06  0.59    0.24 0.14  0.62    1.00 1.94  0.06    1.00 1.99  0.01
Final Sat.:           528   97   875     357 214   929    1500 2917   83    1500 2991   9
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.07  0.07    0.03 0.03  0.03    0.02 0.41  0.41    0.02 0.22  0.22
Crit Volume:          108          10          618          37
Crit Moves:           ****          ****          ****          ****
*****

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Future NP AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #84 Glade Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.235
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19          Level Of Service:          A
*****
Street Name:          Glade Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    0    1    0    1    0    0    1    0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             27    17    49          54    25    14          19    408    29          22    127    29
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          27    17    49          54    25    14          19    408    29          22    127    29
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           27    17    49          54    25    14          19    408    29          22    127    29
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          27    17    49          54    25    14          19    408    29          22    127    29
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          27    17    49          54    25    14          19    408    29          44    127    29
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.61 0.39 1.00 0.68 0.32 1.00 0.08 1.79 0.13 0.28 1.43 0.29
Final Sat.:           920  580 1500 1025 475 1500 125 2684 191 423 2142 435
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.03 0.03 0.05 0.05 0.01 0.15 0.15 0.15 0.05 0.06 0.07
Crit Volume:          49    54          228    22
Crit Moves:           ****    ****          ****    ****
*****

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

```

*****
Intersection #85 Randi Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.199
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        18          Level Of Service:          A
*****
Street Name:          Randi Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    1! 0    0          0    1    0    0    1          1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             14    15    49          49    42    27          14    308    17          9    147    20
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          14    15    49          49    42    27          14    308    17          9    147    20
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           14    15    49          49    42    27          14    308    17          9    147    20
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          14    15    49          49    42    27          14    308    17          9    147    20
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          14    15    49          49    42    27          14    308    17          9    147    20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.18 0.19  0.63          0.54 0.46  1.00          1.00 1.90  0.10          1.00 1.76  0.24
Final Sat.:           269  288  942          808  692  1500          1500 2843  157          1500 2641  359
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.05  0.05          0.06 0.06  0.02          0.01 0.11  0.11          0.01 0.06  0.06
Crit Volume:          78    49          163          9
Crit Moves:           ****    ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #86
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.869
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        142          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      35 1953      27 149 1224      125 528 26 30      5 8 111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 1953      27 149 1224      125 528 26 30      5 8 111
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 1953      27 149 1224      125 528 26 30      5 8 111
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 35 1953      27 149 1224      125 528 26 30      5 8 111
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 1953      27 149 1224      125 581 26 30      5 8 111
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.96 0.04 1.00 2.72 0.28 1.83 0.08 0.09 0.38 0.62 1.00
Final Sat.: 1425 4217 58 1425 3879 396 2599 116 134 548 877 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.02 0.46 0.46 0.10 0.32 0.32 0.22 0.22 0.22 0.01 0.01 0.08
Crit Volume: 660 149 318 111
Crit Moves: **** **** **** ****
*****

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

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*****
Intersection #87 Jordan Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.626
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Street Name:          Jordan Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             47    77    63          44    55    60          73  952    35          20 1243    27
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           47    77    63          44    55    60          73  952    35          20 1243    27
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           47    77    63          44    55    60          73  952    35          20 1243    27
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          47    77    63          44    55    60          73  952    35          20 1243    27
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          47    77    63          44    55    60          73  952    35          20 1243    27
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.25 0.41  0.34          0.28 0.34  0.38          1.00 1.93  0.07          1.00 1.96  0.04
Final Sat.:           377   618   505          415   519   566          1500 2894   106          1500 2936   64
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.12  0.12          0.11 0.11  0.11          0.05 0.33  0.33          0.01 0.42  0.42
Crit Volume:           187    44          73          635
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #88 Remmet Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.496
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Remmet Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   0      0      1! 0      0          0      0      1! 0      0          1      0      1      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:                6      9      58          7      26      21          20      964          30      126      1269          18
Growth Adj:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00          1.00
Initial Bse:              6      9      58          7      26      21          20      964          30      126      1269          18
User Adj:                1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00          1.00
PHF Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00          1.00
PHF Volume:              6      9      58          7      26      21          20      964          30      126      1269          18
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0          0
Reduced Vol:             6      9      58          7      26      21          20      964          30      126      1269          18
PCE Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00          1.00
MLF Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00          1.00
FinalVolume:             6      9      58          7      26      21          20      964          30      126      1269          18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500      1500      1500          1500      1500      1500          1500      1500          1500      1500      1500          1500
Adjustment:             1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00          1.00
Lanes:                   0.08      0.12      0.80          0.13      0.48      0.39          1.00      1.94          0.06      1.00      1.97          0.03
Final Sat.:             123      185      1192          194      722      583          1500      2909          91      1500      2958          42
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05      0.05      0.05          0.04      0.04      0.04          0.01      0.33          0.33      0.08      0.43          0.43
Crit Volume:              73          7          20          644
Crit Moves:              ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #89 Variel Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.685
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          B
*****
Street Name:          Variel Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             106    83    24          62    90    44          35  887    42          41 1382    55
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          106    83    24          62    90    44          35  887    42          41 1382    55
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           106    83    24          62    90    44          35  887    42          41 1382    55
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          106    83    24          62    90    44          35  887    42          41 1382    55
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          106    83    24          62    90    44          35  887    42          41 1382    55
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.50 0.39 0.11          0.32 0.46 0.22          1.00 1.91 0.09          1.00 2.00 1.00
Final Sat.:           746  585  169          474  689  337          1500 2864  136          1500 3000 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.14 0.14          0.13 0.13 0.13          0.02 0.31 0.31          0.03 0.46 0.04
Crit Volume:          106          196    35          691
Crit Moves:          ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #90 Owensmouth Ave/Gault St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.354
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Gault St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  0  1          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             13  231    16          16  795    16          9   15    43          46   10    32
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          13  231    16          16  795    16          9   15    43          46   10    32
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           13  231    16          16  795    16          9   15    43          46   10    32
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13  231    16          16  795    16          9   15    43          46   10    32
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          13  231    16          16  795    16          9   15    43          46   10    32
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:               1.00 1.00    1.00          1.00 1.96    0.04          0.13 0.22    0.65          0.53 0.11    0.36
Final Sat.:           1500 1500    1500          1500 2941    59          201 336    963          784 170    545
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.15    0.01    0.01 0.27    0.27    0.04 0.04    0.04    0.06 0.06    0.06
Crit Volume:          13          406          67    46
Crit Moves:          ****          ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #91 Owensmouth Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.421
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             33  221   12          11  755   47          24  20   117          36  34   17
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          33  221   12          11  755   47          24  20   117          36  34   17
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           33  221   12          11  755   47          24  20   117          36  34   17
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          33  221   12          11  755   47          24  20   117          36  34   17
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          33  221   12          11  755   47          24  20   117          36  34   17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.95  0.05          1.00 1.88  0.12          0.15 0.12  0.73          0.41 0.39  0.20
Final Sat.:           1500 1423   77          1500 2824   176          224  186  1090          621  586  293
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.16  0.16          0.01 0.27  0.27          0.11 0.11  0.11          0.06 0.06  0.06
Crit Volume:          33          401          161          36
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #92 De Soto Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.534
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          De Soto Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             61 1084          29          20 1724          37          54 16          72          81 15          42
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          61 1084          29          20 1724          37          54 16          72          81 15          42
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           61 1084          29          20 1724          37          54 16          72          81 15          42
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          61 1084          29          20 1724          37          54 16          72          81 15          42
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          61 1084          29          20 1724          37          54 16          72          81 15          42
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.92          0.08          1.00 2.94          0.06          0.77 0.23          1.00          0.84 0.16          1.00
Final Sat.:           1500 4383          117          1500 4405          95          1157 343          1500          1266 234          1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.25          0.25          0.01 0.39          0.39          0.05 0.05          0.05          0.06 0.06          0.03
Crit Volume:          61          587          72          81
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #93 Mason Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.855
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        99          Level Of Service:          D
*****
Street Name:          Mason Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              32  321    60      67  942    113    120  874    71    134 1076    130
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           32  321    60      67  942    113    120  874    71    134 1076    130
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           32  321    60      67  942    113    120  874    71    134 1076    130
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          32  321    60      67  942    113    120  874    71    134 1076    130
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          32  321    60      67  942    113    120  874    71    134 1076    130
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 1.69    0.31    1.00 1.79    0.21    1.00 1.85    0.15    1.00 1.78    0.22
Final Sat.:           1500 2528    472    1500 2679    321    1500 2775    225    1500 2677    323
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.13    0.13    0.04 0.35    0.35    0.08 0.32    0.31    0.09 0.40    0.40
Crit Volume:           32          528    120          603
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #94
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.672
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      1      0      0      1      0      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      9      15      98      69      9      29      32      1549      41      52      835      50
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      9      15      98      69      9      29      32      1549      41      52      835      50
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      9      15      98      69      9      29      32      1549      41      52      835      50
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      9      15      98      69      9      29      32      1549      41      52      835      50
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      9      15      98      69      9      29      32      1549      41      52      835      50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.13      0.87      1.00      0.24      0.76      1.00      2.00      1.00      1.00      2.83      0.17
Final Sat.:      1500      199      1301      1500      355      1145      1500      3000      1500      1500      4246      254
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.01      0.08      0.08      0.05      0.03      0.03      0.02      0.52      0.03      0.03      0.20      0.20
Crit Volume:      113      69      775      52
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #95 Owensmouth Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.886
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        164          Level Of Service:              D
*****
Street Name:          Owensmouth Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             41  151    52          54  371    48          52 1107    49          171 1101    70
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          41  151    52          54  371    48          52 1107    49          171 1101    70
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           41  151    52          54  371    48          52 1107    49          171 1101    70
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41  151    52          54  371    48          52 1107    49          171 1101    70
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          41  151    52          54  371    48          52 1107    49          171 1101    70
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                0.17 0.62    0.21          0.11 0.79    0.10          1.00 1.92    0.08          1.00 1.88    0.12
Final Sat.:           239  882    304          163 1118    145          1425 2729    121          1425 2680    170
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.17    0.17          0.33 0.33    0.33          0.04 0.41    0.41          0.12 0.41    0.41
Crit Volume:          41          473          578          171
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #96 Canoga Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.792
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        89          Level Of Service:          C
*****
Street Name:          Canoga Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  1          1  0  2  1  0          1  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             110  667    91          114 1121    77          112  915    194          164 1137    146
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          110  667    91          114 1121    77          112  915    194          164 1137    146
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           110  667    91          114 1121    77          112  915    194          164 1137    146
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          110  667    91          114 1121    77          112  915    194          164 1137    146
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          110  667    91          114 1121    77          112  915    194          164 1137    146
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:               1.00 2.00    1.00          1.00 2.81    0.19          1.00 1.65    0.35          1.00 2.00    1.00
Final Sat.:           1425 2850    1425          1425 4000    275          1425 2351    499          1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.23    0.06          0.08 0.28    0.28          0.08 0.39    0.39          0.12 0.40    0.10
Crit Volume:          334          114          112          568
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #97 Variel Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.661
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Street Name:          Variel Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1! 0  0          0  0  1! 0  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             72    32    49          39    54    83          53  946    24          23 1381    18
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           72    32    49          39    54    83          53  946    24          23 1381    18
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           72    32    49          39    54    83          53  946    24          23 1381    18
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          72    32    49          39    54    83          53  946    24          23 1381    18
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          72    32    49          39    54    83          53  946    24          23 1381    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               0.47 0.21  0.32          0.22 0.31  0.47          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           706  314  480          332  460  707          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.10  0.10          0.12 0.12  0.12          0.04 0.32  0.02          0.02 0.46  0.01
Crit Volume:          72          176          53          691
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #98 De Soto Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.068
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             134  766  152          100 1308  173          136  968  97          168 1345  66
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          134  766  152          100 1308  173          136  968  97          168 1345  66
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           134  766  152          100 1308  173          136  968  97          168 1345  66
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          134  766  152          100 1308  173          136  968  97          168 1345  66
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          134  766  152          100 1308  173          136  968  97          168 1345  66
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.50  0.50          1.00 2.65  0.35          1.00 1.82  0.18          1.00 1.91  0.09
Final Sat.:           1375 3442  683          1375 3643  482          1375 2500  250          1375 2621  129
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.22  0.22          0.07 0.36  0.36          0.10 0.39  0.39          0.12 0.51  0.51
Crit Volume:          134          494          136          706
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #99 Shoup Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.461
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Shoup Ave          Valerio St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        0  1  0  0  1        0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             31  778    42        18 1046    12        29    2    77    54    7    34
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          31  778    42        18 1046    12        29    2    77    54    7    34
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           31  778    42        18 1046    12        29    2    77    54    7    34
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          31  778    42        18 1046    12        29    2    77    54    7    34
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          31  778    42        18 1046    12        29    2    77    54    7    34
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.90  0.10      1.00 1.98  0.02      0.94 0.06  1.00  0.57 0.07  0.36
Final Sat.:           1500 2846  154      1500 2966    34      1403  97  1500  853  111  537
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.27  0.27      0.01 0.35  0.35      0.02 0.02  0.05  0.06 0.06  0.06
Crit Volume:          31          529          77    54
Crit Moves:          ****          ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #100 Topanga Canyon Blvd/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.711
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Valerio St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             37 1232          40          77 1499          18          47  39          18          60  81          92
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          37 1232          40          77 1499          18          47  39          18          60  81          92
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           37 1232          40          77 1499          18          47  39          18          60  81          92
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          37 1232          40          77 1499          18          47  39          18          60  81          92
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          37 1232          40          77 1499          18          47  39          18          60  81          92
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.00          1.00          1.00 2.00          1.00          0.45 0.38          0.17          0.26 0.35          0.39
Final Sat.:           1500 3000          1500          1500 3000          1500          678  563          260          386  521          592
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.41          0.03          0.05 0.50          0.01          0.07 0.07          0.07          0.16 0.16          0.16
Crit Volume:          37          750          47          233
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #101 Canoga Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.734
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        98          Level Of Service:          C
*****
Street Name:          Canoga Ave          Valerio St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1        1  0  1  1  0        1  0  0  1  0        1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             33  751    21        54 1342    28        39  85    23        93  219    109
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          33  751    21        54 1342    28        39  85    23        93  219    109
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           33  751    21        54 1342    28        39  85    23        93  219    109
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          33  751    21        54 1342    28        39  85    23        93  219    109
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          33  751    21        54 1342    28        39  85    23        93  219    109
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 2.00  1.00    1.00 1.96  0.04    1.00 0.79  0.21    1.00 0.67  0.33
Final Sat.:           1425 2850  1425    1425 2792    58    1425 1122  303    1425 951    474
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.26  0.01    0.04 0.48  0.48    0.03 0.08  0.08    0.07 0.23  0.23
Crit Volume:          33          685          108          328
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #102 Lurline Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.464
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Lurline Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    1    0    0    1          1    0    2    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              8    13    65          66    21    62          31    965    10          56    1547    53
Growth Adj:            1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:           8    13    65          66    21    62          31    965    10          56    1547    53
User Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:               1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:            8    13    65          66    21    62          31    965    10          56    1547    53
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           8    13    65          66    21    62          31    965    10          56    1547    53
PCE Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
FinalVolume:           8    13    65          66    21    62          31    965    10          56    1547    53
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500    1500    1500          1500    1500    1500          1500    1500    1500          1500    1500    1500
Adjustment:            1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                 0.38    0.62    1.00          0.76    0.24    1.00          1.00    2.97    0.03          1.00    2.90    0.10
Final Sat.:            571    929    1500          1138    362    1500          1500    4454    46          1500    4351    149
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01    0.01    0.04          0.06    0.06    0.04          0.02    0.22    0.22          0.04    0.36    0.36
Crit Volume:           65    66          31          533
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #103 Mason Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.900
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       144          Level Of Service:          E
*****
Street Name:          Mason Ave          Sherman Way
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  2  0  1          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             68  564    65    191 1200    171    113  966    54    200 1558    149
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          68  564    65    191 1200    171    113  966    54    200 1558    149
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           68  564    65    191 1200    171    113  966    54    200 1558    149
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          68  564    65    191 1200    171    113  966    54    200 1558    149
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          68  564    65    191 1200    171    113  966    54    200 1558    149
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.79    0.21    1.00 2.00    1.00    1.00 2.84    0.16    1.00 2.74    0.26
Final Sat.:          1500 2690    310    1500 3000    1500    1500 4262    238    1500 4107    393
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.21    0.21    0.13 0.40    0.11    0.08 0.23    0.23    0.13 0.38    0.38
Crit Volume:          68          600          113          569
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #104 Owensmouth Ave/Wyandotte St
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.286
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Wyandotte St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             27  183          6    9  620          25  16  23          75  5  12          8
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          27  183          6    9  620          25  16  23          75  5  12          8
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           27  183          6    9  620          25  16  23          75  5  12          8
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          27  183          6    9  620          25  16  23          75  5  12          8
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:         27  183          6    9  620          25  16  23          75  5  12          8
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.00  1.00  1.00 1.92  0.08  0.41  0.59  1.00  0.29  0.71  1.00
Final Sat.:           1500 1500  1500  1500 2884  116  615  885  1500  441 1059  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.12  0.00  0.01 0.22  0.21  0.03  0.03  0.05  0.01 0.01  0.01
Crit Volume:          27          323          75          5
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #105 Sale Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.401
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Sale Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              13    7    100      9    3    29      10  820    10    82  623    5
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           13    7    100      9    3    29      10  820    10    82  623    5
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           13    7    100      9    3    29      10  820    10    82  623    5
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          13    7    100      9    3    29      10  820    10    82  623    5
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          13    7    100      9    3    29      10  820    10    82  623    5
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.65 0.35  1.00      0.75 0.25  1.00      1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           975  525  1500      1125 375  1500      1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01  0.07      0.01 0.01  0.02      0.01 0.27  0.01  0.05 0.21  0.00
Crit Volume:          100          9          410          82
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #106 Winnetka Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.955
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             83  742  108          117 1231  121          71  903  92          169 1146  81
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          83  742  108          117 1231  121          71  903  92          169 1146  81
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           83  742  108          117 1231  121          71  903  92          169 1146  81
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          83  742  108          117 1231  121          71  903  92          169 1146  81
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          83  742  108          117 1231  121          71  903  92          169 1146  81
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.75  0.25          1.00 1.82  0.18          1.00 1.82  0.18          1.00 1.87  0.13
Final Sat.:           1425 2488  362          1425 2595  255          1425 2586  264          1425 2662  188
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.30  0.30          0.08 0.47  0.47          0.05 0.35  0.35          0.12 0.43  0.43
Crit Volume:          425          676          71          614
Crit Moves:
*****

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*****
Intersection #107 Sale Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.369
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Sale Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0    1    0    0    1    0    1    0    0    1    1    0    2    0    1    1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             14    14    15        30    18    27        37    979    13        6    692    64
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          14    14    15        30    18    27        37    979    13        6    692    64
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           14    14    15        30    18    27        37    979    13        6    692    64
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          14    14    15        30    18    27        37    979    13        6    692    64
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          14    14    15        30    18    27        37    979    13        6    692    64
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.50 0.50 1.00 0.62 0.38 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:           750 750 1500 938 563 1500 1500 3000 1500 1500 3000 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02 0.01 0.03 0.03 0.02 0.02 0.33 0.01 0.00 0.23 0.04
Crit Volume:          28          30          489          6
Crit Moves:           ****          ****          ****          ****
*****

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

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*****
Intersection #108 Winnetka Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.067
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Winnetka Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R           L - T - R           L - T - R           L - T - R
-----|-----|-----|-----|
Control:              Protected           Protected           Protected           Protected
Rights:               Include             Include             Include             Include
Min. Green:           0   0   0           0   0   0           0   0   0           0   0   0
Lanes:                1  0  2  0  1       1  0  2  1  0       1  0  2  1  0       1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             181  796  220       210 1111  263       84 1311  215  319 1832  64
Growth Adj:           1.00 1.00  1.00       1.00 1.00  1.00       1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          181  796  220       210 1111  263       84 1311  215  319 1832  64
User Adj:             1.00 1.00  1.00       1.00 1.00  1.00       1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00       1.00 1.00  1.00       1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          181  796  220       210 1111  263       84 1311  215  319 1832  64
Reduct Vol:           0   0   0           0   0   0           0   0   0           0   0   0
Reduced Vol:          181  796  220       210 1111  263       84 1311  215  319 1832  64
PCE Adj:              1.00 1.00  1.00       1.00 1.00  1.00       1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00       1.00 1.00  1.00       1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          181  796  220       210 1111  263       84 1311  215  319 1832  64
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375       1375 1375  1375       1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00       1.00 1.00  1.00       1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00       1.00 2.43  0.57       1.00 2.58  0.42  1.00 2.90  0.10
Final Sat.:           1375 2750  1375       1375 3335  790       1375 3544  581  1375 3986  139
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.29  0.16       0.15 0.33  0.33       0.06 0.37  0.37  0.23 0.46  0.46
Crit Volume:          181                458                509                319
Crit Moves:          ****                ****                ****                ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #109 Winnetka Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.349
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    0    0          0    0    3    0    0          0    0    1    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    891    0          0    1517    0          0    18    0          0    16    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    891    0          0    1517    0          0    18    0          0    16    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    891    0          0    1517    0          0    18    0          0    16    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    891    0          0    1517    0          0    18    0          0    16    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0    891    0          0    1517    0          0    18    0          0    16    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.00 0.00 0.00 3.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00
Final Sat.:           0    3000    0          0    4500    0          0    1500    0          0    1500    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.30 0.00 0.00 0.34 0.00 0.00 0.01 0.00 0.00 0.01 0.00
Crit Volume:          0          506          18          0
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #110 Fallbrook Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.663
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    1    0    1    0    2    1    0    1    0    0    1    0    1    0    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             22 1097    126    199 1562    38    38 227    46    115 136    104
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          22 1097    126    199 1562    38    38 227    46    115 136    104
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           22 1097    126    199 1562    38    38 227    46    115 136    104
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          22 1097    126    199 1562    38    38 227    46    115 136    104
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          22 1097    126    199 1562    38    38 227    46    115 136    104
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.69    0.31    1.00 2.93    0.07    1.00 0.83    0.17    1.00 0.57    0.43
Final Sat.:           1500 4036    464    1500 4393    107    1500 1247    253    1500 850    650
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.27    0.27    0.13 0.36    0.36    0.03 0.18    0.18    0.08 0.16    0.16
Crit Volume:          408    199          273    115
Crit Moves:           ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #111 Winnetka Ave/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.757
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        94          Level Of Service:                C
*****
Street Name:          Winnetka Ave          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Split Phase          Split Phase
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0            0    0    0            0    0    0            0    0    0
Lanes:                1  0  2  0  0            0  0  2  0  1            2  0  0  0  1            1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             222 1051            0            0 1360 246            66  0  47            58  33  59
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          222 1051            0            0 1360 246            66  0  47            58  33  59
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           222 1051            0            0 1360 246            66  0  47            58  33  59
Reduct Vol:           0    0    0            0    0    0            0    0    0            0    0    0
Reduced Vol:          222 1051            0            0 1360 246            66  0  47            58  33  59
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:          222 1051            0            0 1360 246            73  0  47            58  33  59
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 1.00 0.36 0.64
Final Sat.:           1375 2750            0            0 2750 1375 2750  0 1375 1375 493 882
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.38 0.00 0.00 0.49 0.18 0.03 0.00 0.03 0.04 0.07 0.07
Crit Volume:          222                    680                    47                    92
Crit Moves:          ****                    ****                    ****                    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #112 Winnetka Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.000
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  0  1          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             65 1238          42    140 1399          269    187 349          97    40 292          82
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
Initial Bse:          65 1238          42    140 1399          269    187 349          97    40 292          82
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Volume:           65 1238          42    140 1399          269    187 349          97    40 292          82
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          65 1238          42    140 1399          269    187 349          97    40 292          82
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
FinalVolume:          65 1238          42    140 1399          269    187 349          97    40 292          82
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500          1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
Lanes:               1.00 1.93          0.07 1.00 1.68          0.32 1.00 1.00          1.00 0.10 0.70          0.20
Final Sat.:          1500 2902          98    1500 2516          484    1500 1500          1500    145 1058          297
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.43          0.43 0.09 0.56          0.12 0.23 0.06          0.28 0.28 0.28          0.28
Crit Volume:          65          834          187          414
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #113 Fallbrook Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.788
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             52  999    26    140 1399    229    187  349    109    29  244    82
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          52  999    26    140 1399    229    187  349    109    29  244    82
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:          52  999    26    140 1399    229    187  349    109    29  244    82
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          52  999    26    140 1399    229    187  349    109    29  244    82
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          52  999    26    140 1399    229    187  349    109    29  244    82
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Sat.:           1500 3000    1500    1500 3000    1500    1500 1500    1500    1500 1500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.33    0.02    0.09 0.47    0.15    0.12 0.23    0.07    0.02 0.16    0.05
Crit Volume:          52          700          187          244
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #114 Winnetka Ave/Hatteras St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.441
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Hatteras St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             4 1130          26          19 1121          9          7          3          12          36          8          14
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          4 1130          26          19 1121          9          7          3          12          36          8          14
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           4 1130          26          19 1121          9          7          3          12          36          8          14
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          4 1130          26          19 1121          9          7          3          12          36          8          14
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          4 1130          26          19 1121          9          7          3          12          36          8          14
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 1.96          0.04          1.00 1.98          0.02          0.32 0.14          0.54          0.62 0.14          0.24
Final Sat.:           1500 2933          67          1500 2976          24          477 205          818          931 207          362
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.39          0.39          0.01 0.38          0.38          0.01 0.01          0.01          0.04 0.04          0.04
Crit Volume:          578          19          7
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #115 Winnetka Ave / Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.598
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Clark St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    0          0    0    1    1    0          0    1    0    1    0          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             44 1173          0          0 1201          20          52          3          197          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          44 1173          0          0 1201          20          52          3          197          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           44 1173          0          0 1201          20          52          3          197          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:          44 1173          0          0 1201          20          52          3          197          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          44 1173          0          0 1201          20          52          3          197          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.00          0.00          0.00 1.97          0.03          0.41 0.59          1.00          0.00 0.00          0.00
Final Sat.:           1425 2850          0          0 2803          47          588 837          1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.41          0.00          0.00 0.43          0.43          0.09 0.00          0.14          0.00 0.00          0.00
Crit Volume:          44          611          197          0
Crit Moves:          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #116
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.616
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 0      0 0 2 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      137 744 0      0 884 463      0 0 0      272 11 477
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 137 744 0      0 884 463      0 0 0      272 11 477
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 137 744 0      0 884 463      0 0 0      272 11 477
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 137 744 0      0 884 463      0 0 0      272 11 477
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 137 744 0      0 884 463      0 0 0      299 11 525
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.07 0.04 1.89
Final Sat.: 1425 2850 0      0 2850 1425      0 0 0      1532 56 2687
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.10 0.26 0.00 0.00 0.31 0.32 0.00 0.00 0.00 0.20 0.20 0.20
Crit Volume: 137      463      0      278
Crit Moves: ****      ****      ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #117
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.711
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      1 0 0 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 501 178 349 740 0 413 0 303 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 501 178 349 740 0 413 0 303 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 501 178 349 740 0 413 0 303 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 501 178 349 740 0 413 0 303 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 501 178 349 740 0 413 0 303 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 2850 1425 1425 2850 0 1425 0 1425 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.18 0.12 0.24 0.26 0.00 0.29 0.00 0.21 0.00 0.00 0.00
Crit Volume: 251 349 413 0
Crit Moves: ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #118
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.922
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 0 1 0      2 0 1 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      112 362      61 383 583      262 225 1456      70 134 909      199
Growth Adj:  1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:  112 362      61 383 583      262 225 1456      70 134 909      199
User Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:  112 362      61 383 583      262 225 1456      70 134 909      199
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:  112 362      61 383 583      262 225 1456      70 134 909      199
PCE Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00      1.00 1.10 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:  112 362      61 421 583      262 225 1456      70 134 909      199
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:  1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:      1.00 0.86      0.14 2.00 1.00      1.00 1.00 2.86      0.14 1.00 2.00      1.00
Final Sat.:  1425 1220      205 2850 1425      1425 1425 4079      196 1425 2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08 0.30      0.30 0.15 0.41      0.18 0.16 0.36      0.36 0.09 0.32      0.14
Crit Volume:      423      211      225      455
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #119 Sale Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.306
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Sale Ave          Ventura Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0    0    1! 0    0    0    1    0    0    2    1    0    1    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             7    0    16        22    3    18        15 1107    22    37 1144    26
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          7    0    16        22    3    18        15 1107    22    37 1144    26
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           7    0    16        22    3    18        15 1107    22    37 1144    26
Reduct Vol:           0    0    0         0    0    0         0    0    0         0    0    0
Reduced Vol:          7    0    16        22    3    18        15 1107    22    37 1144    26
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          7    0    16        22    3    18        15 1107    22    37 1144    26
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.30 0.00  0.70    0.88 0.12  1.00    1.00 2.94  0.06    1.00 2.93  0.07
Final Sat.:           457    0  1043    1320 180  1500    1500 4412    88    1500 4400    100
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.00  0.02    0.02 0.02  0.01    0.01 0.25  0.25    0.02 0.26  0.26
Crit Volume:          23    22          376          37
Crit Moves:           ****    ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #120
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.033
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1 1 0      0 1 0 1 0      1 1 0 0 1      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      116 464 19      21 891 616      676 64 177      16 118 44
Growth Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:      116 464 19      21 891 616      676 64 177      16 118 44
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:      116 464 19      21 891 616      676 64 177      16 118 44
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      116 464 19      21 891 616      676 64 177      16 118 44
PCE Adj:      1.00 1.00 1.00      2.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.10 1.00 1.00      1.00 1.00 1.00
FinalVolume:      116 464 19      42 891 616      744 64 177      16 118 44
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:      1.00 1.92 0.08      0.03 1.18 0.79      1.84 0.16 1.00      0.09 0.66 0.25
Final Sat.:      1425 2738 112      40 1677 1133      2624 226 1425      128 945 352
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08 0.17 0.17      0.53 0.53 0.54      0.28 0.28 0.12      0.12 0.12 0.12
Crit Volume:      116          775      404          178
Crit Moves:      ****          ****      ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #121 Fallbrook Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.993
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              E
*****
Street Name:          Fallbrook Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Prot+Permit          Permitted
Rights:                Include              Include              Include              Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  1  0  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              61  628  106          569  301  566          86  366  26          175  554  347
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           61  628  106          569  301  566          86  366  26          175  554  347
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           61  628  106          569  301  566          86  366  26          175  554  347
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          61  628  106          569  301  566          86  366  26          175  554  347
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          61  628  106          626  301  566          86  366  26          175  554  347
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.71  0.29          1.35 0.65  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          1375 2353  397          1857 893  1375          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.27  0.27          0.34 0.34  0.41          0.06 0.13  0.02          0.13 0.20  0.25
Crit Volume:                367                566          86                347
Crit Moves:                ****                ****          ****                ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #122 Woodlake Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.715
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80          Level Of Service:          C
*****
Street Name:          Woodlake Ave          Ventura Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  1  0  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             16    86    36          77  230    40          31  319    109    451  559    75
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          16    86    36          77  230    40          31  319    109    451  559    75
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           16    86    36          77  230    40          31  319    109    451  559    75
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          16    86    36          77  230    40          31  319    109    451  559    75
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          16    86    36          77  230    40          31  319    109    451  559    75
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               0.16 0.84  1.00          1.00 0.85  0.15          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           216 1159  1375          1375 1171  204          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.07  0.03          0.06 0.20  0.20          0.02 0.12  0.08          0.33 0.20  0.05
Crit Volume:          102          270          160          451
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #123 Tampa Ave / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.017
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Tampa Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Prot+Permit      Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  0  1  0      2  0  1  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              63  109   32   589  154  287   78 1834   63   17 1011  296
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           63  109   32   589  154  287   78 1834   63   17 1011  296
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           63  109   32   589  154  287   78 1834   63   17 1011  296
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          63  109   32   589  154  287   78 1834   63   17 1011  296
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          63  109   32   648  154  287   78 1834   63   17 1011  296
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 0.77  0.23  2.00 1.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:            1375 1063  312  2750 1375  1375  1375 2750  1375  1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.10  0.10  0.24 0.11  0.21  0.06 0.67  0.05  0.01 0.37  0.22
Crit Volume:           141          324          917          17
Crit Moves:            ****          ****          ****          ****
*****

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

```

*****
Intersection #124 Tampa Ave / Ventura Fwy 101 EB offramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.455
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          Tampa Ave          Ventura Fwy 101 EB offramp
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    0          0    0    3    0    0          1    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  484          0  872          0  358          0  141          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  484          0  872          0  358          0  141          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0  484          0  872          0  358          0  141          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0  484          0  872          0  358          0  141          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0  484          0  872          0  358          0  141          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 3.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           0  4275          0  4275          0  1425          0  1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.11 0.00 0.00 0.20 0.00 0.25 0.00 0.10 0.00 0.00 0.00
Crit Volume:          0          291          358          0
Crit Moves:          ****          ****          ****
*****

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Future NP AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #125 Tampa Ave / Ventura Fwy 101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.770
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Street Name:          Tampa Ave          Ventura Fwy 101 WB
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  0          0  0  2  0  1          0  0  0  0  0          1  0  1! 0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             229  614    0          0  686  663          0    0    0    187    0  371
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          229  614    0          0  686  663          0    0    0    187    0  371
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           229  614    0          0  686  663          0    0    0    187    0  371
Reduct Vol:           0    0    0          0    0    0          0    0    0    0    0    0
Reduced Vol:          229  614    0          0  686  663          0    0    0    187    0  371
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:          229  614    0          0  686  663          0    0    0    206    0  408
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 3.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.01 0.00  1.99
Final Sat.:           1425 4275    0          0 2850 1425          0    0    0    1433    0 2842
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.14  0.00  0.00 0.24  0.47  0.00 0.00  0.00  0.14 0.00  0.14
Crit Volume:          229          663          0          205
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #126 101 Ventura Fwy EB and Vanalden / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.939
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name: 101 Ventura Fwy EB and Vanalden          Ventura Blvd
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:        Permitted          Permitted          Protected          Protected
Rights:         Include          Include          Include          Include
Min. Green:      0      0      0          0      0      0          0      0      0
Lanes:          0      1      0      1      0          0      0      0      0      0          2      0      2      0      1          1      0      2      0      1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:       150      160      199          0      0      0          416      1927          81      120      1203          107
Growth Adj:     1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:    150      160      199          0      0      0          416      1927          81      120      1203          107
User Adj:       1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:        1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:     150      160      199          0      0      0          416      1927          81      120      1203          107
Reduct Vol:      0      0      0          0      0      0          0      0      0          0      0      0          0
Reduced Vol:    150      160      199          0      0      0          416      1927          81      120      1203          107
PCE Adj:        1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:        1.00      1.00      1.00      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00
FinalVolume:    150      160      199          0      0      0          458      1927          81      120      1203          107
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:     1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:          0.59      0.63      0.78      0.00      0.00      0.00      2.00      2.00      1.00      1.00      2.00      1.00
Final Sat.:     840      896      1114          0      0      0          2850      2850      1425      1425      2850      1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.18      0.18      0.18      0.00      0.00      0.00      0.16      0.68      0.06      0.08      0.42      0.08
Crit Volume:          255          0          963          120
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #127 Victory Blvd/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.930
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Victory Blvd          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    0    1          0    0    1    0    0          0    0    2    0    1          0    0    2    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             369    15    13          0    18    0          0    1178    487          0    1876    0
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          369    15    13          0    18    0          0    1178    487          0    1876    0
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           369    15    13          0    18    0          0    1178    487          0    1876    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          369    15    13          0    18    0          0    1178    487          0    1876    0
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          369    15    13          0    18    0          0    1178    487          0    1876    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                1.00    1.00    1.00    0.00    1.00    0.00    0.00    2.00    1.00    0.00    2.00    0.00
Final Sat.:           1425    1425    1425          0    1425    0          0    2850    1425          0    2850    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26    0.01    0.01    0.00    0.01    0.00    0.00    0.41    0.34    0.00    0.66    0.00
Crit Volume:          369          18          0          938
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #128 Corbin Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.003
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Corbin Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              36  608  130          152  848  254          68 1141  12          163 1566  132
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           36  608  130          152  848  254          68 1141  12          163 1566  132
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            36  608  130          152  848  254          68 1141  12          163 1566  132
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           36  608  130          152  848  254          68 1141  12          163 1566  132
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           36  608  130          152  848  254          68 1141  12          163 1566  132
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 1.65  0.35          1.00 1.54  0.46          1.00 1.98  0.02          1.00 1.84  0.16
Final Sat.:            1500 2472  528          1500 2309  691          1500 2969  31          1500 2767  233
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.25  0.25          0.10 0.37  0.37          0.05 0.38  0.38          0.11 0.57  0.57
Crit Volume:           36          551  68
Crit Moves:           ****          ****  ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #129 Tampa Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.993
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Tampa Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:               Protected      Prot+Permit      Permitted      Permitted
Rights:                Include      Include      Include      Include
Min. Green:            0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              77  698  137      258 1069      208      73 1388      74      85 1460      86
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           77  698  137      258 1069      208      73 1388      74      85 1460      86
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           77  698  137      258 1069      208      73 1388      74      85 1460      86
Reduct Vol:            0      0      0      0      0      0      0      0      0
Reduced Vol:          77  698  137      258 1069      208      73 1388      74      85 1460      86
PCE Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          77  698  137      258 1069      208      73 1388      74      85 1460      86
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 2.00  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:          1425 2850  1425      1425 2850  1425      1425 2850  1425      1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.24  0.10      0.18 0.38  0.15      0.05 0.49  0.05      0.06 0.51  0.06
Crit Volume:          77          535          73          730
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #130
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.333
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      1 0 2 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      136 161      70      32 207      262      164 1452      102      48 771      10
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      136 161      70      32 207      262      164 1452      102      48 771      10
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      136 161      70      32 207      262      164 1452      102      48 771      10
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      136 161      70      32 207      262      164 1452      102      48 771      10
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      136 161      70      32 207      262      164 1452      102      48 771      10
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.00      1.00      1.00 2.00      1.00      1.00 0.93      0.07      1.00 1.00      1.00
Final Sat.:      1500 3000      1500      1500 3000      1500      1500 1402      98      1500 1500      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.05      0.05      0.02 0.07      0.17      0.11 1.04      1.04      0.03 0.51      0.01
Crit Volume:      136          262          1554          48
Crit Moves:      ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #131
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.770
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Prot+Permit
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 1      2 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      26 458 332 711 983 164 89 369 88 147 454 285
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 458 332 711 983 164 89 369 88 147 454 285
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 26 458 332 711 983 164 89 369 88 147 454 285
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 26 458 332 711 983 164 89 369 88 147 454 285
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 26 458 332 782 983 164 89 369 88 147 454 285
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 2.42 0.58 1.00 2.00 1.00
Final Sat.: 1425 2850 1425 2850 2850 1425 1425 3452 823 1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.02 0.16 0.23 0.27 0.34 0.12 0.06 0.11 0.11 0.10 0.16 0.20
Crit Volume: 332 391 89 285
Crit Moves: **** **** **** ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #132
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.482
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 2 0 0      0 0 3 0 0      1 0 1! 0 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 795 0      0 1539 0      163 0 311      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 795 0      0 1539 0      163 0 311      0 0 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 795 0      0 1539 0      163 0 311      0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 795 0      0 1539 0      163 0 311      0 0 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.10  1.00 1.00 1.00
FinalVolume:  0 795 0      0 1539 0      179 0 342      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 2.00 0.00  0.00 3.00 0.00  1.03 0.01 1.96  0.00 0.00 0.00
Final Sat.:  0 2850 0      0 4275 0      1470 0 2805      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28 0.00  0.00 0.36 0.00  0.12 0.00 0.12  0.00 0.00 0.00
Crit Volume:      397          513          174      0
Crit Moves:      ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #133
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.751
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        75          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      2 0 2 0 0      0 0 3 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      438 505 0      0 1174 532      0 0 0      396 11 405
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 438 505 0      0 1174 532      0 0 0      396 11 405
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 438 505 0      0 1174 532      0 0 0      396 11 405
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 438 505 0      0 1174 532      0 0 0      396 11 405
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 482 505 0      0 1174 532      0 0 0      436 11 446
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.46 0.04 1.50
Final Sat.: 2850 2850 0      0 4275 1425      0 0 0      2087 53 2135
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.17 0.18 0.00 0.00 0.27 0.37 0.00 0.00 0.00 0.21 0.21 0.21
Crit Volume: 241      532      0      297
Crit Moves: ****      ****      ****
*****

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*****
Intersection #134
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.633
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 0 0 0      0 0 0 0 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      0 0 0 0      0 669 902      0 1018 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 0 0 0      0 0 0 0      0 669 902      0 1018 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      0 0 0 0      0 669 902      0 1018 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:    0 0 0 0      0 0 0 0      0 669 902      0 1018 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 0      0 0 0 0      0 669 902      0 1018 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.:    0 0 0 0      0 0 0 0      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.63 0.00 0.36 0.00
Crit Volume:    0 0 0 0      0 0 0 0      902 0
Crit Moves:      ****  ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #135 Canoga Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.776
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        64          Level Of Service:          C
*****
Street Name:          Canoga Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             72  579  332          140  591          6          17  660          81  239  565  182
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          72  579  332          140  591          6          17  660          81  239  565  182
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           72  579  332          140  591          6          17  660          81  239  565  182
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          72  579  332          140  591          6          17  660          81  239  565  182
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          72  579  332          140  591          6          17  660          81  239  565  182
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.27  0.73          1.00 1.98  0.02          1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 1907  1093          1500 2970          30          1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.30  0.30          0.09 0.20  0.20          0.01 0.22  0.05  0.16 0.19  0.12
Crit Volume:          456          140          330          239
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #136 De Soto Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.040
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Prot+Permit          Prot+Permit          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    1    0    1    0    2    1    0    1    0    2    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             84 1336    145    137 1778    466    281 711    50    125 877    74
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          84 1336    145    137 1778    466    281 711    50    125 877    74
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           84 1336    145    137 1778    466    281 711    50    125 877    74
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          84 1336    145    137 1778    466    281 711    50    125 877    74
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          84 1336    145    137 1778    466    281 711    50    125 877    74
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.71    0.29    1.00 2.38    0.62    1.00 2.80    0.20    1.00 2.77    0.23
Final Sat.:           1375 3721    404    1375 3268    857    1375 3854    271    1375 3804    321
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.36    0.36    0.10 0.54    0.54    0.20 0.18    0.18    0.09 0.23    0.23
Crit Volume:          84          748          281          317
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #137 Topanga Canyon Blvd/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.894
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Topanga Canyon Blvd          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  2  0  1          1  0  1  1  0          0  0  1! 0  0          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1519   351   140 1792   28          0    0    0   662  25  107
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           0 1519   351   140 1792   28          0    0    0   662  25  107
User Adj:              1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            0 1519    0   140 1792   28          0    0    0   662  25  107
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 1519    0   140 1792   28          0    0    0   662  25  107
PCE Adj:               1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:           0 1519    0   140 1792   28          0    0    0   728  25  107
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 0.00 2.00  1.00  1.00 1.97  0.03  0.00 1.00  0.00  2.00 0.19  0.81
Final Sat.:            0 2850  1425  1425 2806   44          0 1425    0   2850  270  1155
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.53  0.00  0.10 0.64  0.64  0.00 0.00  0.00  0.26 0.09  0.09
Crit Volume:           760          910          0          364
Crit Moves:
*****

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*****
Intersection #138 Canoga Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.731
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          C
*****
Street Name:          Canoga Ave          Parthenia St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             28  682  231          78  796          20          57  465  133  315  783  226
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          28  682  231          78  796          20          57  465  133  315  783  226
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           28  682  231          78  796          20          57  465  133  315  783  226
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          28  682  231          78  796          20          57  465  133  315  783  226
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          28  682  231          78  796          20          57  465  133  315  783  226
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.49  0.51          1.00 1.95  0.05          1.00 2.00  1.00  1.00 1.55  0.45
Final Sat.:           1500 2241  759          1500 2926          74          1500 3000  1500  1500 2328  672
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.30  0.30          0.05 0.27  0.27          0.04 0.16  0.09  0.21 0.34  0.34
Crit Volume:          457          78          57          505
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #139 De Soto Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.870
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        111          Level Of Service:          D
*****
Street Name:          De Soto Ave          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  2  1  0      1  0  2  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                66 1267      81      84 1470      145      102 665      73      110 1039      158
Growth Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:              66 1267      81      84 1470      145      102 665      73      110 1039      158
User Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:              66 1267      81      84 1470      145      102 665      73      110 1039      158
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              66 1267      81      84 1470      145      102 665      73      110 1039      158
PCE Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:              66 1267      81      84 1470      145      102 665      73      110 1039      158
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                   1.00 2.82      0.18      1.00 2.73      0.27      1.00 1.80      0.20      1.00 1.74      0.26
Final Sat.:              1500 4230      270      1500 4096      404      1500 2703      297      1500 2604      396
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.04 0.30      0.30      0.06 0.36      0.36      0.07 0.25      0.25      0.07 0.40      0.40
Crit Volume:              66          538          102          599
Crit Moves:              ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #140 Fallbrook Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.878
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        152          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    1    1    0    2    0    1    1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             104    256    404          47    190          49          34    686    200    457    750    238
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          104    256    404          47    190          49          34    686    200    457    750    238
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           104    256    404          47    190          49          34    686    200    457    750    238
Reduct Vol:           0      0      0          0      0          0          0      0          0          0      0          0
Reduced Vol:          104    256    404          47    190          49          34    686    200    457    750    238
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          104    256    404          47    190          49          34    686    200    457    750    238
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                1.00    2.00    1.00    1.00    2.00    1.00    1.00    2.00    1.00    1.00    2.00    1.00
Final Sat.:           1425    2850    1425    1425    2850    1425    1425    2850    1425    1425    2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07    0.09    0.28    0.03    0.07    0.03    0.02    0.24    0.14    0.32    0.26    0.17
Crit Volume:          404      47          343          457
Crit Moves:           ****      ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #141 Shoup Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.894
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        136          Level Of Service:          D
*****
Street Name:          Shoup Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1        1  0  0  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             91  152  430          14  296  19          24 1054  96  370 1310  9
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           91  152  430          14  296  19          24 1054  96  370 1310  9
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           91  152  430          14  296  19          24 1054  96  370 1310  9
Reduct Vol:           0    0    0            0    0    0            0    0    0            0    0    0
Reduced Vol:          91  152  430          14  296  19          24 1054  96  370 1310  9
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:          91  152  430          14  296  19          24 1054  96  370 1310  9
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.00  1.00        1.00 0.94  0.06        1.00 2.00  1.00 1.00 2.00  1.00
Final Sat.:           1500 1500  1500        1500 1410  90        1500 3000  1500 1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.10  0.29        0.01 0.21  0.21        0.02 0.35  0.06 0.25 0.44  0.01
Crit Volume:          430    14            527            370
Crit Moves:           ****      ****            ****            ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #142 Canoga Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.747
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          C
*****
Street Name:          Canoga Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             77  654    84          68 1157    84          135 903    42          141 991    114
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          77  654    84          68 1157    84          135 903    42          141 991    114
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           77  654    84          68 1157    84          135 903    42          141 991    114
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          77  654    84          68 1157    84          135 903    42          141 991    114
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          77  654    84          68 1157    84          135 903    42          141 991    114
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.87  0.13          1.00 3.00  1.00
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 4300    200          1500 4500  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.22  0.06          0.05 0.39  0.06          0.09 0.21  0.21          0.09 0.22  0.08
Crit Volume:          77          579          135          330
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #143 De Soto Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.788
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        107          Level Of Service:              C
*****
Street Name:          De Soto Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  1  0          2  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              77  860    40          72 1319    200    391  578    28    113  916    42
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           77  860    40          72 1319    200    391  578    28    113  916    42
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           77  860    40          72 1319    200    391  578    28    113  916    42
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          77  860    40          72 1319    200    391  578    28    113  916    42
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:          85  860    40          79 1319    200    430  578    28    124  916    42
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                2.00 2.87    0.13    2.00 2.61    0.39    2.00 2.86    0.14    2.00 2.87    0.13
Final Sat.:          2750 3942    183    2750 3582    543    2750 3934    191    2750 3944    181
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.22    0.22    0.03 0.37    0.37    0.16 0.15    0.15    0.05 0.23    0.23
Crit Volume:          42          506    215          319
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #144 Mason Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.810
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          D
*****
Street Name:          Mason Ave          Roscoe Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             77  824    74      77 1108    161    144  914    67    79  951    127
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          77  824    74      77 1108    161    144  914    67    79  951    127
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           77  824    74      77 1108    161    144  914    67    79  951    127
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          77  824    74      77 1108    161    144  914    67    79  951    127
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          77  824    74      77 1108    161    144  914    67    79  951    127
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 1.84  0.16    1.00 1.75  0.25    1.00 2.80  0.20    1.00 2.65  0.35
Final Sat.:           1500 2753  247    1500 2619  381    1500 4193  307    1500 3970  530
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.30  0.30    0.05 0.42  0.42    0.10 0.22  0.22    0.05 0.24  0.24
Crit Volume:          77          635          144          359
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #145 Winnetka Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.806
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        118          Level Of Service:          D
*****
Street Name:          Winnetka Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             103  843  179          99 1047  123          142  822   80          145  893  127
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          103  843  179          99 1047  123          142  822   80          145  893  127
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           103  843  179          99 1047  123          142  822   80          145  893  127
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          103  843  179          99 1047  123          142  822   80          145  893  127
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          103  843  179          99 1047  123          142  822   80          145  893  127
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.73  0.27          1.00 2.63  0.37
Final Sat.:           1375 2750  1375          1375 2750  1375          1375 3759   366          1375 3611  514
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.31  0.13          0.07 0.38  0.09          0.10 0.22  0.22          0.11 0.25  0.25
Crit Volume:          103          524          142          340
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #146 Fallbrook Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.614
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             99  621  125          30  856  41          67  487  227          151  390  53
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           99  621  125          30  856  41          67  487  227          151  390  53
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           99  621  125          30  856  41          67  487  227          151  390  53
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          99  621  125          30  856  41          67  487  227          151  390  53
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          99  621  125          30  856  41          67  487  227          151  390  53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.76  0.24
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 2641  359
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.21  0.08          0.02 0.29  0.03          0.04 0.16  0.15          0.10 0.15  0.15
Crit Volume:          99          428          244          151
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #147 Shoup Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.619
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Shoup Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             83  626  41        69  763  15        54  490  111  212  563  71
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          83  626  41        69  763  15        54  490  111  212  563  71
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           83  626  41        69  763  15        54  490  111  212  563  71
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          83  626  41        69  763  15        54  490  111  212  563  71
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          83  626  41        69  763  15        54  490  111  212  563  71
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00    1.00 1.96  0.04    1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:          1500 3000  1500    1500 2942  58      1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.21  0.03    0.05 0.26  0.26    0.04 0.16  0.07  0.14 0.19  0.05
Crit Volume:          83          389          245          212
Crit Moves:          ****          ****          ****          ****
*****

```

Future NP AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #148 Mason Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.980
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Mason Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             104   648   29   122 1215   145   128  971   95   126 1016   99
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          104   648   29   122 1215   145   128  971   95   126 1016   99
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           104   648   29   122 1215   145   128  971   95   126 1016   99
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          104   648   29   122 1215   145   128  971   95   126 1016   99
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          104   648   29   122 1215   145   128  971   95   126 1016   99
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.91  0.09  1.00 1.79  0.21  1.00 1.82  0.18  1.00 1.82  0.18
Final Sat.:           1500 2871  129  1500 2680  320  1500 2733  267  1500 2734  266
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.23  0.23  0.08 0.45  0.45  0.09 0.36  0.36  0.08 0.37  0.37
Crit Volume:          104          680   128          558
Crit Moves:          ****          ****   ****          ****
*****

```

Future NP AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #149 Winnetka Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.860
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        103          Level Of Service:          D
*****
Street Name:          Winnetka Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             107  771  130          142 1063  129          100  917  116          99  976  126
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          107  771  130          142 1063  129          100  917  116          99  976  126
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           107  771  130          142 1063  129          100  917  116          99  976  126
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          107  771  130          142 1063  129          100  917  116          99  976  126
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          107  771  130          142 1063  129          100  917  116          99  976  126
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.78  0.22          1.00 1.77  0.23
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 2663  337          1500 2657  343
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.26  0.09          0.09 0.35  0.09          0.07 0.34  0.34          0.07 0.37  0.37
Crit Volume:          107          532          100          551
Crit Moves:          ****          ****          ****          ****
*****

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Future NP AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #150 Fallbrook Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.799
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             128  751  174          97 1118  132          130 768  185          127 714  70
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          128  751  174          97 1118  132          130 768  185          127 714  70
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           128  751  174          97 1118  132          130 768  185          127 714  70
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          128  751  174          97 1118  132          130 768  185          127 714  70
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          128  751  174          97 1118  132          130 768  185          127 714  70
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.25  0.12          0.06 0.37  0.09          0.09 0.26  0.12          0.08 0.24  0.05
Crit Volume:          128          559          384          127
Crit Moves:          ****          ****          ****          ****
*****

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Future NP AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #151 Winnetka Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.034
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              93  818  127          204 1261  121          113 1030  147          228 1365  208
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           93  818  127          204 1261  121          113 1030  147          228 1365  208
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           93  818  127          204 1261  121          113 1030  147          228 1365  208
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          93  818  127          204 1261  121          113 1030  147          228 1365  208
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          93  818  127          204 1261  121          113 1030  147          228 1365  208
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.73  0.27          1.00 1.82  0.18          1.00 2.63  0.37          1.00 2.60  0.40
Final Sat.:           1375 2380  370          1375 2509  241          1375 3610  515          1375 3580  545
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.34  0.34          0.15 0.50  0.50          0.08 0.29  0.29          0.17 0.38  0.38
Crit Volume:          93          691  113          524
Crit Moves:          ****          ****  ****          ****
*****

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Future NP AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #152 Woodlake Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.397
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|
Control:              Permitted            Permitted            Permitted            Permitted
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0    0    1    0    1    0    0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             45    136    62          69    185    81          55    491    46          60    409    56
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          45    136    62          69    185    81          55    491    46          60    409    56
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           45    136    62          69    185    81          55    491    46          60    409    56
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          45    136    62          69    185    81          55    491    46          60    409    56
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    2.00    1.00    1.00    2.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          45    136    62          69    185    81          110    491    46          120    409    56
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                0.37    1.12    0.51    0.41    1.11    0.48    0.20    1.66    0.14    0.26    1.55    0.19
Final Sat.:           556    1679    765    618    1657    725    307    2479    213    387    2326    287
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08    0.08    0.08    0.11    0.11    0.11    0.18    0.20    0.22    0.16    0.18    0.19
Crit Volume:          45          168          323          60
Crit Moves:          ****          ****          ****          ****
*****

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Future NP PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

Scenario: Future No Project PM

Command: Future NP PM
Volume: Future NP - No Bridge - PM
Geometry: Future Base - No Bridge
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Future NP PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #1 Vanowen/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.089
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Cyn Blvd          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              175 1656   151   171 1237   134   111 680    66   104 734   151
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           175 1656   151   171 1237   134   111 680    66   104 734   151
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:            175 1656   151   171 1237   134   111 680    66   104 734   151
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           175 1656   151   171 1237   134   111 680    66   104 734   151
PCE Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:           175 1656   151   171 1237   134   111 680    66   104 734   151
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 2.00   1.00   1.00 2.71   0.29   1.00 2.00   1.00   1.00 1.66   0.34
Final Sat.:            1425 2850   1425   1425 3857   418   1425 2850   1425   1425 2364   486
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.58   0.11   0.12 0.32   0.32   0.08 0.24   0.05   0.07 0.31   0.31
Crit Volume:           828          171          111          443
Crit Moves:            ****          ****          ****          ****
*****

```

Future NP PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #2 Vanowen/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.858
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        102          Level Of Service:          D
*****
Street Name:          Canoga Ave          Vanowen St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             193 1457  262          159 931  128          187 810  70          171 884  213
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          193 1457  262          159 931  128          187 810  70          171 884  213
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           193 1457  262          159 931  128          187 810  70          171 884  213
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          193 1457  262          159 931  128          187 810  70          171 884  213
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          193 1457  262          159 931  128          187 810  70          171 884  213
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 3.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1500 4500  1500          1500 3000  1500          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.32  0.17          0.11 0.31  0.09          0.12 0.27  0.05          0.11 0.29  0.14
Crit Volume:          193          466          187          442
Crit Moves:          ****          ****          ****          ****
*****

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Future NP PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #3 Vanowen/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.104
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  3  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             54 1608    125    109 882    202    220 1572    105    101 866    154
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          54 1608    125    109 882    202    220 1572    105    101 866    154
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           54 1608    125    109 882    202    220 1572    105    101 866    154
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          54 1608    125    109 882    202    220 1572    105    101 866    154
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          54 1608    125    109 882    202    220 1572    105    101 866    154
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.78    0.22    1.00 3.00    1.00    1.00 2.00    1.00    1.00 1.70    0.30
Final Sat.:          1425 3967    308    1425 4275    1425    1425 2850    1425    1425 2420    430
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.41    0.41    0.08 0.21    0.14    0.15 0.55    0.07    0.07 0.36    0.36
Crit Volume:          578          109          786          101
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #4 Victory/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.005
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Cyn Blvd          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             179 1528   361   244 1123   116   150 837   155   322 879   243
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          179 1528   361   244 1123   116   150 837   155   322 879   243
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           179 1528   361   244 1123   116   150 837   155   322 879   243
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          179 1528   361   244 1123   116   150 837   155   322 879   243
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          179 1528   361   244 1123   116   165 837   155   354 879   243
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.43   0.57   1.00 2.72   0.28   2.00 2.53   0.47   2.00 2.35   0.65
Final Sat.:           1375 3337   788   1375 3739   386   2750 3480   645   2750 3232   893
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.46   0.46   0.18 0.30   0.30   0.06 0.24   0.24   0.13 0.27   0.27
Crit Volume:          630    244          331    177
Crit Moves:           ****    ****          ****    ****
*****

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```

*****
Intersection #5 Victory/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.929
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             170 1436   360   146  879   152   142 1336   170   202 1180   238
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          170 1436   360   146  879   152   142 1336   170   202 1180   238
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           170 1436   360   146  879   152   142 1336   170   202 1180   238
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          170 1436   360   146  879   152   142 1336   170   202 1180   238
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          170 1436   360   146  879   152   142 1336   170   202 1180   238
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.40   0.60   1.00 2.56   0.44   1.00 3.55   0.45   1.00 3.33   0.67
Final Sat.:           1425 3418   857   1425 3645   630   1425 5057   643   1425 4743   957
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.42   0.42   0.10 0.24   0.24   0.10 0.26   0.26   0.14 0.25   0.25
Crit Volume:          599   146          377   202
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #6 Victory/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.960
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          2  0  3  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             68 1152   452   129 832   208   436 1976   129   237 1066   113
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          68 1152   452   129 832   208   436 1976   129   237 1066   113
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           68 1152   452   129 832   208   436 1976   129   237 1066   113
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          68 1152   452   129 832   208   436 1976   129   237 1066   113
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          68 1152   452   129 832   208   480 1976   129   261 1066   113
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.15   0.85   1.00 2.40   0.60   2.00 3.75   0.25   2.00 3.00   1.00
Final Sat.:           1375 2963   1162   1375 3300   825   2750 5163   337   2750 4125   1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.39   0.39   0.09 0.25   0.25   0.17 0.38   0.38   0.09 0.26   0.08
Crit Volume:          535          129          526          130
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #7 Erwin/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.789
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             185 1802   128   121 1378   47   124 167   72   197 428   162
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          185 1802   128   121 1378   47   124 167   72   197 428   162
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           185 1802   128   121 1378   47   124 167   72   197 428   162
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          185 1802   128   121 1378   47   124 167   72   197 428   162
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          185 1802   128   121 1378   47   124 167   72   197 428   162
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.80   0.20   1.00 2.90   0.10   1.00 1.40   0.60   1.00 1.45   0.55
Final Sat.:           1500 4202   298   1500 4352   148   1500 2096   904   1500 2176   824
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.43   0.43   0.08 0.32   0.32   0.08 0.08   0.08   0.13 0.20   0.20
Crit Volume:          643          121          124          295
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #8 Erwin/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.650
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             107  744    59    158  482    274    169  368    86    69  380    113
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          107  744    59    158  482    274    169  368    86    69  380    113
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           107  744    59    158  482    274    169  368    86    69  380    113
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          107  744    59    158  482    274    169  368    86    69  380    113
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          107  744    59    158  482    274    169  368    86    69  380    113
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.85    0.15    1.00 1.28    0.72    1.00 1.62    0.38    1.00 1.54    0.46
Final Sat.:           1500 2780    220    1500 1913    1087    1500 2432    568    1500 2312    688
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.27    0.27    0.11 0.25    0.25    0.11 0.15    0.15    0.05 0.16    0.16
Crit Volume:          402    158          169          247
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #9 Erwin/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.740
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          C
*****
Street Name:          Canoga Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Prot+Permit          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            190 1701    166          46 1217    129          165 308    159          150 305    137
Growth Adj:          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:         190 1701    166          46 1217    129          165 308    159          150 305    137
User Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:          190 1701    166          46 1217    129          165 308    159          150 305    137
Reduct Vol:          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         190 1701    166          46 1217    129          165 308    159          150 305    137
PCE Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:         190 1701    166          46 1217    129          165 308    159          150 305    137
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:              1.00 2.73    0.27          1.00 2.71    0.29          1.00 1.32    0.68          1.00 1.38    0.62
Final Sat.:          1425 3895    380          1425 3865    410          1425 1880    970          1425 1967    883
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.13 0.44    0.44          0.03 0.31    0.31          0.12 0.16    0.16          0.11 0.16    0.16
Crit Volume:         622          46          165          221
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #10 Erwin/Variel
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.456
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Variel Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             38  399    39    143  257    127    187  440    61    44  210    61
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          38  399    39    143  257    127    187  440    61    44  210    61
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           38  399    39    143  257    127    187  440    61    44  210    61
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          38  399    39    143  257    127    187  440    61    44  210    61
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          38  399    39    143  257    127    187  440    61    44  210    61
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.82    0.18    1.00 1.34    0.66    1.00 1.76    0.24    1.00 1.55    0.45
Final Sat.:          1500 2733    267    1500 2008    992    1500 2635    365    1500 2325    675
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.15    0.15    0.10 0.13    0.13    0.12 0.17    0.17    0.03 0.09    0.09
Crit Volume:          219          143          187          136
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #11 Erwin/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.608
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          De Soto Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1! 0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             142 1765    31    20 1159    207    251    14    382    10    11    11
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          142 1765    31    20 1159    207    251    14    382    10    11    11
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           142 1765    31    20 1159    207    251    14    382    10    11    11
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          142 1765    31    20 1159    207    251    14    382    10    11    11
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.10    1.00 1.00    1.00
FinalVolume:          142 1765    31    20 1159    207    276    14    420    10    11    11
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.95    0.05    1.00 2.55    0.45    1.17 0.06    1.77    1.00 1.00    1.00
Final Sat.:           1425 4201    74    1425 3627    648    1662    84    2529    1425 1425    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.42    0.42    0.01 0.32    0.32    0.17 0.17    0.17    0.01 0.01    0.01
Crit Volume:          599          20          237          11
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #12 Oxnard/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.891
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        171          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              187 1815    200          99 1361    104          145 489    147          255 674    144
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:           187 1815    200          99 1361    104          145 489    147          255 674    144
User Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           187 1815    200          99 1361    104          145 489    147          255 674    144
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          187 1815    200          99 1361    104          145 489    147          255 674    144
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          187 1815    200          99 1361    104          145 489    147          255 674    144
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                 1.00 2.70    0.30          1.00 2.79    0.21          1.00 2.00    1.00          1.00 2.00    1.00
Final Sat.:           1425 3851    424          1425 3972    303          1425 2850    1425          1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.13 0.47    0.47          0.07 0.34    0.34          0.10 0.17    0.10          0.18 0.24    0.10
Crit Volume:           672          99          245          255
Crit Moves:            ****          ****          ****          ****
*****

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```

*****
Intersection #13 Oxnard/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.754
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          C
*****
Street Name:          Canoga Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             177 1787    135          98 1251    100          179 559    139          113 353    80
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          177 1787    135          98 1251    100          179 559    139          113 353    80
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           177 1787    135          98 1251    100          179 559    139          113 353    80
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          177 1787    135          98 1251    100          179 559    139          113 353    80
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          177 1787    135          98 1251    100          179 559    139          113 353    80
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.79    0.21          1.00 2.78    0.22          1.00 2.00    1.00          1.00 1.63    0.37
Final Sat.:           1500 4184    316          1500 4167    333          1500 3000    1500          1500 2446    554
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.43    0.43          0.07 0.30    0.30          0.12 0.19    0.09          0.08 0.14    0.14
Crit Volume:          641          98          280          113
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #14 Oxnard/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.771
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Street Name:          De Soto Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             132 1754  171          46 1253  179          235 440  274          29 208  20
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          132 1754  171          46 1253  179          235 440  274          29 208  20
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           132 1754  171          46 1253  179          235 440  274          29 208  20
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          132 1754  171          46 1253  179          235 440  274          29 208  20
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          132 1754  171          46 1253  179          235 440  274          29 208  20
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.73  0.27          1.00 2.62  0.38          1.00 1.00  1.00          1.00 1.82  0.18
Final Sat.:           1500 4100  400          1500 3938  563          1500 1500  1500          1500 2737  263
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.43  0.43          0.03 0.32  0.32          0.16 0.29  0.18          0.02 0.08  0.08
Crit Volume:          642          46          440          29
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #15 Califa/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.665
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Street Name:          Topanga Cyn Blvd          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    1    0          1    0    3    0    0          0    0    0    0    0          0    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2183   138          32 1858          0          0    0    0          1    0    191
Growth Adj:           1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Initial Bse:          0 2183   138          32 1858          0          0    0    0          1    0    191
User Adj:             1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Volume:           0 2183   138          32 1858          0          0    0    0          1    0    191
Reduct Vol:           0    0    0          0    0    0          0    0    0    0          0    0    0    0
Reduced Vol:          0 2183   138          32 1858          0          0    0    0          1    0    191
PCE Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
FinalVolume:          0 2183   138          32 1858          0          0    0    0          1    0    191
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500          1500 1500   1500          1500 1500   1500          1500 1500   1500
Adjustment:           1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Lanes:                0.00 2.82   0.18          1.00 3.00   0.00          0.00 0.00   0.00          0.01 0.00   0.99
Final Sat.:           0 4232   268          1500 4500          0          0    0    0          8    0    1492
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.52   0.52          0.02 0.41   0.00          0.00 0.00   0.00          0.13 0.00   0.13
Crit Volume:          774          32          0          192
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #16 Califa/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.477
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    1    0          1    0    1    1    0          1    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             43    575    64    118    503    28    31    96    78    159    171    247
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          43    575    64    118    503    28    31    96    78    159    171    247
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           43    575    64    118    503    28    31    96    78    159    171    247
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          43    575    64    118    503    28    31    96    78    159    171    247
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          43    575    64    118    503    28    31    96    78    159    171    247
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.80 0.20 1.00 1.89 0.11 1.00 1.10 0.90 1.00 1.00 1.00
Final Sat.:           1500 2700 300 1500 2842 158 1500 1655 1345 1500 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.21 0.21 0.08 0.18 0.18 0.02 0.06 0.06 0.11 0.11 0.16
Crit Volume:          320    118          31          247
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #17 Califa/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.746
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          C
*****
Street Name:          Canoga Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             154 1804    117          59 1605    55    240 117    289    123 115    106
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          154 1804    117          59 1605    55    240 117    289    123 115    106
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           154 1804    117          59 1605    55    240 117    289    123 115    106
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          154 1804    117          59 1605    55    240 117    289    123 115    106
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          154 1804    117          59 1605    55    240 117    289    123 115    106
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.82    0.18          1.00 2.90    0.10    1.00 1.00    1.00    1.00 1.04    0.96
Final Sat.:           1500 4226    274          1500 4351    149    1500 1500    1500    1500 1561    1439
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.43    0.43    0.04 0.37    0.37    0.16 0.08    0.19    0.08 0.07    0.07
Crit Volume:          154          553          289    123
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #18 Califa/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.681
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58          Level Of Service:          B
*****
Street Name:          De Soto Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1    0    3    0    0          0    0    2    1    0          0    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:            75 2190          0          0 1641          48          0    0    240          0    0    0
Growth Adj:          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          75 2190          0          0 1641          48          0    0    240          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           75 2190          0          0 1641          48          0    0    240          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          75 2190          0          0 1641          48          0    0    240          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          75 2190          0          0 1641          48          0    0    240          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 3.00          0.00          0.00 2.91          0.09          0.00 0.00          1.00          0.00 0.00          0.00
Final Sat.:          1425 4275          0          0 4154          121          0    0    1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.05 0.51          0.00          0.00 0.40          0.40          0.00 0.00          0.17          0.00 0.00          0.00
Crit Volume:          730          0          0          240          0
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #19 Burbank/US-101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.582
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          US-101 WB On-Ramp          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    1    1    0          2    0    0    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          0    0    0          0    343    42    1158    519    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          0    0    0          0    343    42    1158    519    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          0    343    42    1158    519    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    0    0          0    0    0          0    343    42    1158    519    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
FinalVolume:           0    0    0          0    0    0          0    343    42    1274    519    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.00 1.00 0.00          1.00 1.78 0.22          2.00 1.00 0.00
Final Sat.:            0    0    0          0    1425    0          1425 2539    311          2850 1425    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.00 0.14    0.14          0.45 0.36    0.00
Crit Volume:           0          0          193    637
Crit Moves:
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #20 Burbank/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.972
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Topanga Cyn Blvd          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  3  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             335 2164 305          61 1202 385          59 175 153          338 998 90
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          335 2164 305          61 1202 385          59 175 153          338 998 90
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           335 2164 305          61 1202 385          59 175 153          338 998 90
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          335 2164 305          61 1202 385          59 175 153          338 998 90
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          335 2164 305          61 1202 385          59 175 153          338 998 90
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 3.00 1.00          1.00 3.00 1.00          1.00 1.07 0.93          1.00 1.83 0.17
Final Sat.:           1425 4275 1425          1425 4275 1425          1425 1521 1329          1425 2614 236
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.24 0.51 0.21          0.04 0.28 0.27          0.04 0.12 0.12          0.24 0.38 0.38
Crit Volume:          721          61          59          544
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #21 Burbank/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.862
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        105          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  0  1  0      1  0  1  0  1      1  0  2  0  1      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             104  109  152  228  36  492  216  472  70  65  756  207
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          104  109  152  228  36  492  216  472  70  65  756  207
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           104  109  152  228  36  492  216  472  70  65  756  207
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          104  109  152  228  36  492  216  472  70  65  756  207
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          104  109  152  228  36  492  216  472  70  65  756  207
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 0.42 0.58 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.57 0.43
Final Sat.:           1500 626 874 1500 1500 1500 1500 3000 1500 1500 2355 645
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.17 0.17 0.15 0.02 0.33 0.14 0.16 0.05 0.04 0.32 0.32
Crit Volume:          104          492  216          482
Crit Moves:          ****          ****  ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #22 Burbank/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.790
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        88          Level Of Service:          C
*****
Street Name:          Canoga Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permit+Prot          Prot+Permit          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             173 1508      80      88 1310      173      126 288      257      180 664      147
Growth Adj:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:          173 1508      80      88 1310      173      126 288      257      180 664      147
User Adj:             1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:           173 1508      80      88 1310      173      126 288      257      180 664      147
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          173 1508      80      88 1310      173      126 288      257      180 664      147
PCE Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:          173 1508      80      88 1310      173      126 288      257      180 664      147
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                1.00 2.85      0.15      1.00 2.65      0.35      1.00 2.00      1.00      1.00 2.00      1.00
Final Sat.:           1425 4060      215      1425 3776      499      1425 2850      1425      1425 2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.37      0.37      0.06 0.35      0.35      0.09 0.10      0.18      0.13 0.23      0.10
Crit Volume:          173          494          126          332
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #23 Burbank(N)/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.759
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77          Level Of Service:          C
*****
Street Name:          De Soto Ave          Burbank Blvd (N)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    2    1    0          2    0    0    0    2          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             72 1324          0          0 1715 183 684 0 496          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          72 1324          0          0 1715 183 684 0 496          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           72 1324          0          0 1715 183 684 0 496          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          72 1324          0          0 1715 183 684 0 496          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
FinalVolume:          72 1324          0          0 1715 183 752 0 546          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 0.00 0.00 2.71 0.29 2.00 0.00 2.00 0.00 0.00 0.00
Final Sat.:           1425 4275          0          0 3863 412 2850 0 2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.31 0.00 0.00 0.44 0.44 0.26 0.00 0.19 0.00 0.00 0.00
Crit Volume:          72          633          376          0
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #24 US-101 WB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.591
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 WB Off-Ramp
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    0          0    0    4    0    0          0    0    0    0    0          1    0    0    0    2
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    872          0    1721          0    0    0    0    242    0    749
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    872          0    1721          0    0    0    0    242    0    749
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    872          0    1721          0    0    0    0    242    0    749
Reduct Vol:           0    0          0    0          0    0    0    0    0    0    0
Reduced Vol:          0    872          0    1721          0    0    0    0    242    0    749
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume:          0    872          0    1721          0    0    0    0    242    0    824
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.:           0    4275          0    5700          0    0    0    0    1425    0    2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.20 0.00 0.00 0.30 0.00 0.00 0.00 0.00 0.17 0.00 0.29
Crit Volume:          0          430          0          412
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #25 US-101 WB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.801
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        93          Level Of Service:          D
*****
Street Name:          De Soto Ave          US-101 WB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1    0    2    0    0          0    0    4    0    1          0    0    0    0    0          1    0    1!    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:              250 1081          0          0 1471          616          0    0    0          269    0    481
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           250 1081          0          0 1471          616          0    0    0          269    0    481
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           250 1081          0          0 1471          616          0    0    0          269    0    481
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:          250 1081          0          0 1471          616          0    0    0          269    0    481
PCE Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.10 1.00          1.10
FinalVolume:          250 1081          0          0 1471          616          0    0    0          296    0    529
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                 1.00 2.00          0.00          0.00 4.00          1.00          0.00 0.00          0.00          1.08 0.00          1.92
Final Sat.:           1425 2850          0          0 5700          1425          0    0    0          1533    0    2742
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.18 0.38          0.00          0.00 0.26          0.43          0.00 0.00          0.00          0.19 0.00          0.19
Crit Volume:           250          616          0          275
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #26 US-101 EB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.585
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 EB On-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    3    0    1          2    0    2    0    0          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    866    333          909 1082          0          0    0    0          0    0    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    866    333          909 1082          0          0    0    0          0    0    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    866    333          909 1082          0          0    0    0          0    0    0
Reduct Vol:            0    0    0          0    0    0          0          0    0    0          0    0    0
Reduced Vol:           0    866    333          909 1082          0          0    0    0          0    0    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    866    333          1000 1082          0          0    0    0          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 3.00 1.00          2.00 2.00 0.00          0.00 0.00 0.00          0.00 0.00 0.00
Final Sat.:            0 4275 1425          2850 2850          0          0    0    0          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.20 0.23          0.35 0.38 0.00          0.00 0.00 0.00          0.00 0.00 0.00
Crit Volume:           333    500          0          0          0
Crit Moves:            ****    ****
*****

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*****
Intersection #27 US-101 EB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.743
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73          Level Of Service:          C
*****
Street Name:          De Soto Ave          US-101 EB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    1          2    0    2    0    0          1    1    0    0    1          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    768    252    905    849          0    554    2    247          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    768    252    905    849          0    554    2    247          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    768    252    905    849          0    554    2    247          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    768    252    905    849          0    554    2    247          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0    768    252    996    849          0    609    2    247          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 1.00 2.00 2.00 0.00 1.99 0.01 1.00 0.00 0.00 0.00
Final Sat.:           0 4275 1425 2850 2850          0 2841 9 1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.18 0.18 0.35 0.30 0.00 0.21 0.21 0.17 0.00 0.00 0.00
Crit Volume:          256          498          306          0
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #28 Topanga Canyon Blvd/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.014
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              11 1746    151    121 1599    46    88    58    9    384 128    179
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           11 1746    151    121 1599    46    88    58    9    384 128    179
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           11 1746    151    121 1599    46    88    58    9    384 128    179
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          11 1746    151    121 1599    46    88    58    9    384 128    179
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          11 1746    151    121 1599    46    88    58    9    384 128    179
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 0.87    0.13    1.00 1.00    1.00
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 1234    191    1425 1425    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.61    0.11    0.08 0.56    0.03    0.06 0.05    0.05    0.27 0.09    0.13
Crit Volume:          873          121          67    384
Crit Moves:           ****          ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #29 Topanga Canyon Blvd/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.413
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              230  902  287          198 1260  912          668 1055  83          432 867  113
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           230  902  287          198 1260  912          668 1055  83          432 867  113
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           230  902  287          198 1260  912          668 1055  83          432 867  113
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          230  902  287          198 1260  912          668 1055  83          432 867  113
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          230  902  287          198 1260  912          735 1055  83          475 867  113
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          2.00 2.00  1.00          2.00 2.00  1.00
Final Sat.:           1375 2750  1375          1375 2750  1375          2750 2750  1375          2750 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.33  0.21          0.14 0.46  0.66          0.27 0.38  0.06          0.17 0.32  0.08
Crit Volume:          230          912          367          434
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #30 Topanga Canyon Blvd/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.319
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              119 1779    227    212 1182    157    115 1181    116    111 1125    201
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           119 1779    227    212 1182    157    115 1181    116    111 1125    201
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           119 1779    227    212 1182    157    115 1181    116    111 1125    201
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          119 1779    227    212 1182    157    115 1181    116    111 1125    201
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          119 1779    227    212 1182    157    115 1181    116    111 1125    201
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.82    0.18    1.00 1.70    0.30
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 2595    255    1425 2418    432
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.62    0.16    0.15 0.41    0.11    0.08 0.46    0.46    0.08 0.47    0.47
Crit Volume:           890          212          115          663
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #31 Shoup Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.991
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Sherman Way
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             159 1292    96    127  676    146    222 1212    130    60  596    77
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          159 1292    96    127  676    146    222 1212    130    60  596    77
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           159 1292    96    127  676    146    222 1212    130    60  596    77
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          159 1292    96    127  676    146    222 1212    130    60  596    77
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          159 1292    96    127  676    146    222 1212    130    60  596    77
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.86    0.14    1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           1500 2793    207    1500 3000    1500    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.46    0.46    0.08 0.23    0.10    0.15 0.40    0.09    0.04 0.20    0.05
Crit Volume:          694          127          606          60
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #32 Topanga Canyon Blvd/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.301
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             161 1691    309    146 1213    162    314 1177    158    271 1072    176
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          161 1691    309    146 1213    162    314 1177    158    271 1072    176
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           161 1691    309    146 1213    162    314 1177    158    271 1072    176
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          161 1691    309    146 1213    162    314 1177    158    271 1072    176
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:          161 1691    309    146 1213    162    345 1177    158    298 1072    176
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    2.00 2.00    1.00    2.00 1.72    0.28
Final Sat.:           1375 2750    1375    1375 2750    1375    2750 2750    1375    2750 2362    388
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.61    0.22    0.11 0.44    0.12    0.13 0.43    0.11    0.11 0.45    0.45
Crit Volume:           846          146          173          624
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #33 Owensmouth Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.767
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             116  398  175          67  291  73          71 1157  95  107 1074  71
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          116  398  175          67  291  73          71 1157  95  107 1074  71
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           116  398  175          67  291  73          71 1157  95  107 1074  71
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          116  398  175          67  291  73          71 1157  95  107 1074  71
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          116  398  175          67  291  73          71 1157  95  107 1074  71
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.60  0.40          1.00 2.00  1.00  1.00 1.88  0.12
Final Sat.:           1500 1500  1500          1500 2398  602          1500 3000  1500  1500 2814  186
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.27  0.12          0.04 0.12  0.12          0.05 0.39  0.06  0.07 0.38  0.38
Crit Volume:          398          67          579          107
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #34 Canoga Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.151
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Canoga Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             143 1456   253   126 836   156   147 1422   193   162 1344   151
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          143 1456   253   126 836   156   147 1422   193   162 1344   151
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           143 1456   253   126 836   156   147 1422   193   162 1344   151
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          143 1456   253   126 836   156   147 1422   193   162 1344   151
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          143 1456   253   126 836   156   147 1422   193   162 1344   151
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.70   0.30
Final Sat.:           1500 3000   1500   1500 3000   1500   1500 3000   1500   1500 4045   455
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.49   0.17   0.08 0.28   0.10   0.10 0.47   0.13   0.11 0.33   0.33
Crit Volume:          728          126          711          162
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #35 De Soto Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.159
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          De Soto Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              121 1600    329    125 999    157    182 1969    142    180 1040    139
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           121 1600    329    125 999    157    182 1969    142    180 1040    139
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            121 1600    329    125 999    157    182 1969    142    180 1040    139
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           121 1600    329    125 999    157    182 1969    142    180 1040    139
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:           121 1600    329    125 999    157    182 1969    142    180 1040    139
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.49    0.51    1.00 2.59    0.41    1.00 2.80    0.20    1.00 3.00    1.00
Final Sat.:            1425 3546    729    1425 3694    581    1425 3987    288    1425 4275    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.45    0.45    0.09 0.27    0.27    0.13 0.49    0.49    0.13 0.24    0.10
Crit Volume:           643          125          704          180
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #36 Fallbrook Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.958
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Fallbrook Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             98 1930    130          76 1331    197          144 524    110          115 504    118
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          98 1930    130          76 1331    197          144 524    110          115 504    118
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           98 1930    130          76 1331    197          144 524    110          115 504    118
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          98 1930    130          76 1331    197          144 524    110          115 504    118
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          98 1930    130          76 1331    197          144 524    110          115 504    118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.00    1.00
Final Sat.:           1500 3000    1500          1500 3000    1500          1500 3000    1500          1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.64    0.09          0.05 0.44    0.13          0.10 0.17    0.07          0.08 0.17    0.08
Crit Volume:          965          76          144          252
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #37 Shoup Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.871
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        111          Level Of Service:          D
*****
Street Name:          Shoup Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  1  1  0      1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             141 1427    100      53  675    113    155  764    99    108  717    113
Growth Adj:           1.00 1.00    1.00      1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          141 1427    100      53  675    113    155  764    99    108  717    113
User Adj:             1.00 1.00    1.00      1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00      1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:          141 1427    100      53  675    113    155  764    99    108  717    113
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          141 1427    100      53  675    113    155  764    99    108  717    113
PCE Adj:              1.00 1.00    1.00      1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00      1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          141 1427    100      53  675    113    155  764    99    108  717    113
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00      1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00      1.00 2.00    1.00    1.00 1.77    0.23    1.00 2.00    1.00
Final Sat.:          1500 3000    1500    1500 3000    1500    1500 2656    344    1500 3000    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.48    0.07    0.04 0.23    0.08    0.10 0.29    0.29    0.07 0.24    0.08
Crit Volume:          714          53          432          108
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #38 Owensmouth Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.804
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             134  706  335          95  430  142          117 1155  104          181  861  106
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          134  706  335          95  430  142          117 1155  104          181  861  106
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           134  706  335          95  430  142          117 1155  104          181  861  106
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          134  706  335          95  430  142          117 1155  104          181  861  106
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          134  706  335          95  430  142          117 1155  104          181  861  106
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 1.50  0.50          1.00 2.00  1.00          1.00 1.78  0.22
Final Sat.:           1500 3000  1500          1500 2255  745          1500 3000  1500          1500 2671  329
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.24  0.22          0.06 0.19  0.19          0.08 0.39  0.07          0.12 0.32  0.32
Crit Volume:          353          95          578          181
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #39 Variel Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.834
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        87          Level Of Service:          D
*****
Street Name:          Variel Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             212    5    162          15    4    11          11 1602    35          39 1040    16
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          212    5    162          15    4    11          11 1602    35          39 1040    16
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           212    5    162          15    4    11          11 1602    35          39 1040    16
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          212    5    162          15    4    11          11 1602    35          39 1040    16
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          212    5    162          15    4    11          11 1602    35          39 1040    16
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.56 0.01  0.43          0.50 0.13  0.37          1.00 1.96  0.04          1.00 1.97  0.03
Final Sat.:           839    20    641          750 200    550          1500 2936    64          1500 2955    45
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.25 0.25  0.25          0.02 0.02  0.02          0.01 0.55  0.55          0.03 0.35  0.35
Crit Volume:          379    15          819    39
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #40 Topanga Canyon Blvd/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.695
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             21 1772          75          87 1298          57 135 10 12 130 19 69
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          21 1772          75          87 1298          57 135 10 12 130 19 69
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           21 1772          75          87 1298          57 135 10 12 130 19 69
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          21 1772          75          87 1298          57 135 10 12 130 19 69
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          21 1772          75          87 1298          57 135 10 12 130 19 69
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.88 0.12 1.00 2.87 0.13 0.86 0.06 0.08 1.00 1.00 1.00
Final Sat.:           1425 4101 174 1425 4095 180 1225 91 109 1425 1425 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.43 0.43 0.06 0.32 0.32 0.11 0.11 0.11 0.09 0.01 0.05
Crit Volume:          616          87          157          130
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #41 Woodlake Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.921
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Woodlake Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          1  0  1  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              87  230  112  121  83  169  152  985  42  81 1126  233
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           87  230  112  121  83  169  152  985  42  81 1126  233
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           87  230  112  121  83  169  152  985  42  81 1126  233
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          87  230  112  121  83  169  152  985  42  81 1126  233
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          87  230  112  121  83  169  152  985  42  81 1126  233
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 0.20 0.54  0.26  1.00 1.00  1.00  1.00 1.92  0.08  1.00 1.66  0.34
Final Sat.:            304  804  392  1500 1500  1500  1500 2877  123  1500 2486  514
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.29 0.29  0.29  0.08 0.06  0.11  0.10 0.34  0.34  0.05 0.45  0.45
Crit Volume:           429          121          152          680
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #42 Fallbrook Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.987
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Fallbrook Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              349 1212  121          315 1151  261          389 844  160          96 995  286
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           349 1212  121          315 1151  261          389 844  160          96 995  286
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            349 1212  121          315 1151  261          389 844  160          96 995  286
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           349 1212  121          315 1151  261          389 844  160          96 995  286
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           349 1212  121          315 1151  261          389 844  160          96 995  286
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00          1.00 2.45  0.55          1.00 2.52  0.48          1.00 2.33  0.67
Final Sat.:            1425 2850  1425          1425 3485  790          1425 3594  681          1425 3321  954
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.24 0.43  0.08          0.22 0.33  0.33          0.27 0.23  0.23          0.07 0.30  0.30
Crit Volume:           606          315          389          96
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #43 Shoup Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.002
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:               197 1369   123   119 725   93   102 834   129   92 914   157
Growth Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:            197 1369   123   119 725   93   102 834   129   92 914   157
User Adj:                1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:             197 1369   123   119 725   93   102 834   129   92 914   157
Reduct Vol:              0      0      0      0      0      0      0      0      0      0
Reduced Vol:            197 1369   123   119 725   93   102 834   129   92 914   157
PCE Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:            197 1369   123   119 725   93   102 834   129   92 914   157
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                   1.00 1.84   0.16   1.00 1.77   0.23   1.00 1.73   0.27   1.00 1.71   0.29
Final Sat.:             1500 2753   247   1500 2659   341   1500 2598   402   1500 2560   440
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.13 0.50   0.50   0.08 0.27   0.27   0.07 0.32   0.32   0.06 0.36   0.36
Crit Volume:              746   119          102          536
Crit Moves:              ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #44 Westfield Way (Pvt)/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.583
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          Westfield Way (Pvt)          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    1    0    0    1          1    0    3    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              78    6    81    129    5    173    192 1264    78    40 1405    147
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           78    6    81    129    5    173    192 1264    78    40 1405    147
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           78    6    81    129    5    173    192 1264    78    40 1405    147
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78    6    81    129    5    173    192 1264    78    40 1405    147
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          78    6    81    129    5    173    192 1264    78    40 1405    147
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.93 0.07 1.00 0.96 0.04 1.00 1.00 3.77 0.23 1.00 3.62 0.38
Final Sat.:          1323 102 1425 1372 53 1425 1425 5369 331 1425 5160 540
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06 0.06 0.09 0.09 0.12 0.13 0.24 0.24 0.03 0.27 0.27
Crit Volume:          78          173    192          388
Crit Moves:          ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #45 Owensmouth Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.828
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        133          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  3  1  0          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              212 1011    201    222 555    201    106 1173    76    108 1247    165
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           212 1011    201    222 555    201    106 1173    76    108 1247    165
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            212 1011    201    222 555    201    106 1173    76    108 1247    165
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           212 1011    201    222 555    201    106 1173    76    108 1247    165
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:           212 1011    201    222 555    201    117 1173    76    119 1247    165
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.00    1.00    1.00 2.00    1.00    2.00 3.76    0.24    2.00 3.53    0.47
Final Sat.:            1375 2750    1375    1375 2750    1375    2750 5165    335    2750 4857    643
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.15 0.37    0.15    0.16 0.20    0.15    0.04 0.23    0.23    0.04 0.26    0.26
Crit Volume:           506          222          58          353
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #46 Variel Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.809
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        97          Level Of Service:          D
*****
Street Name:          Variel Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          0  0  0  0  0          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             304    0    492          0    0    0          0 1941    237    116 1318    0
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          304    0    492          0    0    0          0 1941    237    116 1318    0
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           304    0    492          0    0    0          0 1941    237    116 1318    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          304    0    492          0    0    0          0 1941    237    116 1318    0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          304    0    492          0    0    0          0 1941    237    116 1318    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 0.00 1.00          0.00 0.00 0.00          1.00 3.56 0.44 1.00 4.00 0.00
Final Sat.:           1425    0 1425          0    0    0          1425 5080    620 1425 5700    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.21 0.00 0.35          0.00 0.00 0.00          0.00 0.38 0.38 0.08 0.23 0.00
Crit Volume:          492          0          545    116
Crit Moves:          ****          ****
*****

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*****
Intersection #47 Mason Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.914
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Mason Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted        Protected        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  1  1  0        1  0  2  0  1        1  0  3  0  1        1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             118  235  108      202  185  256      524 2251  149      50 1268  259
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          118  235  108      202  185  256      524 2251  149      50 1268  259
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           118  235  108      202  185  256      524 2251  149      50 1268  259
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          118  235  108      202  185  256      524 2251  149      50 1268  259
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          118  235  108      202  185  256      524 2251  149      50 1268  259
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.77 1.53  0.70      1.00 2.00  1.00      1.00 3.00  1.00      1.00 3.00  1.00
Final Sat.:          1094 2179  1002      1425 2850  1425      1425 4275  1425      1425 4275  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11  0.11      0.14 0.06  0.18      0.37 0.53  0.10      0.04 0.30  0.18
Crit Volume:           154          202          524          423
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #48 Owensmouth Ave/Canyon Creek Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.587
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Canyon Creek Rd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             265 1088          0          0  716          65          71          0          181          0          0          0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          265 1088          0          0  716          65          71          0          181          0          0          0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           265 1088          0          0  716          65          71          0          181          0          0          0
Reduct Vol:           0    0          0          0    0          0          0    0          0          0    0          0
Reduced Vol:          265 1088          0          0  716          65          71          0          181          0          0          0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          265 1088          0          0  716          65          71          0          181          0          0          0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.00          0.00          0.00 1.83          0.17          1.00 0.00          1.00          0.00 0.00          0.00
Final Sat.:           1425 2850          0          0 2613          237          1425          0          1425          0          0          0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.19 0.38          0.00          0.00 0.27          0.27          0.05 0.00          0.13          0.00 0.00          0.00
Crit Volume:          265          391          181          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #49 Shoup Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.875
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        149          Level Of Service:          D
*****
Street Name:          Shoup Ave          Erwin St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Permitted        Split Phase      Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  1  0        1  0  1  1  0        0  0  1! 0  0        1  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              19 1393      94   125 822      11      6   5   8   161   9   360
Growth Adj:            1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           19 1393      94   125 822      11      6   5   8   161   9   360
User Adj:              1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           19 1393      94   125 822      11      6   5   8   161   9   360
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          19 1393      94   125 822      11      6   5   8   161   9   360
PCE Adj:              1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          19 1393      94   125 822      11      6   5   8   177   9   360
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.87      0.13 1.00 1.97 0.03 0.32 0.26 0.42 1.90 0.10 1.00
Final Sat.:          1425 2670      180 1425 2812      38   450 375   600 2712 138 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.52 0.52 0.09 0.29 0.29 0.01 0.01 0.01 0.07 0.07 0.25
Crit Volume:          744          125          19          360
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #50 Shoup Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.093
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Shoup Ave          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               1  0  1  1  0        1  0  1  1  0        1  0  2  0  1        1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             111 1142    141    134 697    58    113 1306    78    56 751    163
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          111 1142    141    134 697    58    113 1306    78    56 751    163
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           111 1142    141    134 697    58    113 1306    78    56 751    163
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          111 1142    141    134 697    58    113 1306    78    56 751    163
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          111 1142    141    134 697    58    113 1306    78    56 751    163
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 1.78    0.22    1.00 1.85    0.15    1.00 2.00    1.00    1.00 1.00    1.00
Final Sat.:           1500 2670    330    1500 2770    230    1500 3000    1500    1500 1500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.43    0.43    0.09 0.25    0.25    0.08 0.44    0.05    0.04 0.50    0.11
Crit Volume:          642    134          113          751
Crit Moves:           ****    ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #51 Owensmouth Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.492
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             165  460  111          99  380  107          74  502  54          62  510  136
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          165  460  111          99  380  107          74  502  54          62  510  136
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           165  460  111          99  380  107          74  502  54          62  510  136
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          165  460  111          99  380  107          74  502  54          62  510  136
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          165  460  111          99  380  107          74  502  54          62  510  136
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.61  0.39          1.00 1.56  0.44          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1500 2417  583          1500 2341  659          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.19  0.19          0.07 0.16  0.16          0.05 0.17  0.04          0.04 0.17  0.09
Crit Volume:          165          244          74          255
Crit Moves:          ****          ****          ****          ****
*****

```

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```

*****
Intersection #52
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.786
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        67          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      1      0      1      0      1      1      0      1      0      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      78 1210      55      97 641      83      115 207      38      32 249      85
Growth Adj:  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:  78 1210      55      97 641      83      115 207      38      32 249      85
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:  78 1210      55      97 641      83      115 207      38      32 249      85
Reduct Vol:      0      0      0      0      0      0      0      0      0      0
Reduced Vol:  78 1210      55      97 641      83      115 207      38      32 249      85
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:  78 1210      55      97 641      83      115 207      38      32 249      85
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 1.91      0.09      1.00 1.77      0.23      1.00 1.00      1.00      1.00 0.75      0.25
Final Sat.:  1500 2870      130      1500 2656      344      1500 1500      1500      1500 1118      382
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.05 0.42      0.42      0.06 0.24      0.24      0.08 0.14      0.03      0.02 0.22      0.22
Crit Volume:      633      97      115      334
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #53 Shoup Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.170
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Ventura Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  1  0          1  1  0  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             66  541  158          374  162  267          159 1025          66  123 1345  635
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          66  541  158          374  162  267          159 1025          66  123 1345  635
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           66  541  158          374  162  267          159 1025          66  123 1345  635
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          66  541  158          374  162  267          159 1025          66  123 1345  635
PCE Adj:              1.00 1.00  1.00          4.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          66  541  158          411  162  267          159 1025          66  123 1345  635
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.17 1.42  0.41          1.43 0.57  1.00          1.00 2.82  0.18          1.00 3.00  1.00
Final Sat.:           246 2015  589          2045 805  1425          1425 4016  259          1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.27 0.27  0.27          0.20 0.20  0.19          0.11 0.26  0.26          0.09 0.31  0.45
Crit Volume:          383    287          364    635
Crit Moves:           ****    ****          ****
*****

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*****
Intersection #54 US-101 EB/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.009
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          US-101 EB On Ramp          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    1          0    0    0    0          1    0    2    0    0          0    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    1526          0    0    0          931 1063          0          0 1438    83
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    1526          0    0    0          931 1063          0          0 1438    83
User Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          931 1063          0          0 1438    83
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          931 1063          0          0 1438    83
PCE Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          0    0    0          931 1063          0          0 1438    83
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 1.00          0.00 0.00 0.00          1.00 2.00 0.00          0.00 2.84 0.16
Final Sat.:            0    0    1425          0    0    0          1425 2850          0          0 4042    233
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.65 0.37 0.00          0.00 0.36 0.36
Crit Volume:           0          0          931          507
Crit Moves:
*****

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*****
Intersection #55
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.760
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        95          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Ignore      Ignore      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 3 0 0      0 0 3 0 0      0 0 0 0 1      0 0 0 0 2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2169 0      0 1810 0      0 0 0 588      0 0 0 655
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 2169 0      0 1810 0      0 0 0 588      0 0 0 655
User Adj:    1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00
PHF Volume:   0 2169 0      0 1810 0      0 0 0 0      0 0 0 655
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 2169 0      0 1810 0      0 0 0 0      0 0 0 655
PCE Adj:     1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.10
FinalVolume:  0 2169 0      0 1810 0      0 0 0 0      0 0 0 721
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 3.00 0.00  0.00 3.00 0.00  0.00 0.00 1.00  0.00 0.00 2.00
Final Sat.:  0 4275 0      0 4275 0      0 0 0 1425      0 0 0 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.51 0.00  0.00 0.42 0.00  0.00 0.00 0.00  0.00 0.00 0.25
Crit Volume:  723      0      0      0      360
Crit Moves:   ****      ****      ****
*****

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*****
Intersection #56
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.099
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:                F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Protected      Protected
Rights:         Include      Include      Include      Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:          1  0  3  0  1      1  0  2  1  0      2  0  2  1  0      2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:       227 1414      379      299 1035      93      652 970      128      234 691      382
Growth Adj:     1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:     227 1414      379      299 1035      93      652 970      128      234 691      382
User Adj:        1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:         1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      227 1414      379      299 1035      93      652 970      128      234 691      382
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:     227 1414      379      299 1035      93      652 970      128      234 691      382
PCE Adj:         1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:         1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.10 1.00      1.00
FinalVolume:     227 1414      379      299 1035      93      717 970      128      257 691      382
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:     1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:          1.00 3.00      1.00      1.00 2.75      0.25      2.00 2.65      0.35      2.00 2.00      1.00
Final Sat.:     1375 4125      1375      1375 3785      340      2750 3644      481      2750 2750      1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.17 0.34      0.28      0.22 0.27      0.27      0.26 0.27      0.27      0.09 0.25      0.28
Crit Volume:     471          299          359          382
Crit Moves:      ****          ****          ****          ****
*****

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*****
Intersection #57
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.882
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        157          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      1      0      1      0      1      0      1      2      0      2      1      0      1      0      3      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      186      349      55      282      403      367      572      1122      162      92      1059      257
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      186      349      55      282      403      367      572      1122      162      92      1059      257
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      186      349      55      282      403      367      572      1122      162      92      1059      257
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      186      349      55      282      403      367      572      1122      162      92      1059      257
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00
FinalVolume:      186      349      55      282      403      367      629      1122      162      92      1059      257
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      1.73      0.27      1.00      1.00      1.00      2.00      2.62      0.38      1.00      3.00      1.00
Final Sat.:      1425      2462      388      1425      1425      1425      2850      3736      539      1425      4275      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.13      0.14      0.14      0.20      0.28      0.26      0.22      0.30      0.30      0.06      0.25      0.18
Crit Volume:      186          403          315          353
Crit Moves:      ****          ****          ****          ****
*****

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*****
Intersection #58
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.904
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      2 0 1 0 1      1 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      61 206      95 524 263      360 336 1136      75 66 1091      442
Growth Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:      61 206      95 524 263      360 336 1136      75 66 1091      442
User Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:      61 206      95 524 263      360 336 1136      75 66 1091      442
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      61 206      95 524 263      360 336 1136      75 66 1091      442
PCE Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00      1.00 1.10 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:      61 206      95 576 263      360 336 1136      75 66 1091      442
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:      1.00 1.37      0.63 2.00 1.00      1.00 1.00 2.81      0.19 1.00 3.00      1.00
Final Sat.:      1425 1950      900 2850 1425      1425 1425 4010      265 1425 4275      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.04 0.11      0.11 0.20 0.18      0.25 0.24 0.28      0.28 0.05 0.26      0.31
Crit Volume:      151      360      336      442
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #59
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.600
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      8 1575      1 10 1377      13 42 7 12      17 12 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 1575      1 10 1377      13 42 7 12      17 12 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 8 1575      1 10 1377      13 42 7 12      17 12 3
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 8 1575      1 10 1377      13 42 7 12      17 12 3
PCE Adj: 6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 48 1575      1 60 1377      13 42 7 12      17 12 3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 1.98 0.01 0.01 1.97 0.02 0.69 0.11 0.20 0.53 0.38 0.09
Final Sat.: 16 2983      2 22 2951      27 1033 172 295 797 563 141
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.51 0.53 0.54 0.45 0.47 0.48 0.04 0.04 0.04 0.02 0.02 0.02
Crit Volume: 812 10 61 17
Crit Moves: **** **** **** ****
*****

```

Future NP PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #60
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.482
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 0 0 1      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      3 1790      1 16 944      2 37 0 20      13 0 13
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  3 1790      1 16 944      2 37 0 20      13 0 13
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   3 1790      1 16 944      2 37 0 20      13 0 13
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  3 1790      1 16 944      2 37 0 20      13 0 13
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  3 1790      1 16 944      2 37 0 20      13 0 13
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 2.99 0.01 1.00 2.99 0.01 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.:   1375 4123      2 1375 4116      9 1375 0 1375 1375 0 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.43 0.43 0.01 0.23 0.23 0.03 0.00 0.01 0.01 0.00 0.01
Crit Volume:      597      16      37      13
Crit Moves:      ****      ****      ****      ****
*****

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Future NP PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #61 De Soto Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.762
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          C
*****
Street Name:          De Soto Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             81 1580          85    63 1073          56    148 105 231          41    10    41
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          81 1580          85    63 1073          56    148 105 231          41    10    41
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           81 1580          85    63 1073          56    148 105 231          41    10    41
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          81 1580          85    63 1073          56    148 105 231          41    10    41
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          81 1580          85    63 1073          56    148 105 231          41    10    41
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.85 0.15 1.00 2.85 0.15 0.30 0.22 0.48 0.44 0.11 0.45
Final Sat.:          1500 4270 230 1500 4277 223 459 325 716 668 163 668
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.37 0.37 0.04 0.25 0.25 0.32 0.32 0.32 0.06 0.06 0.06
Crit Volume:          555          63          484          41
Crit Moves:           ****          ****          ****          ****
*****

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City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #62
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.471
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Lanes:        1 0 2 1 0      1 0 3 0 0      0 0 1! 0 0      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1924      10      6 1568      0      0 0 0      0      20 0 13
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 1924      10      6 1568      0      0 0 0      0      20 0 13
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 1924      10      6 1568      0      0 0 0      0      20 0 13
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   0 1924      10      6 1568      0      0 0 0      0      20 0 13
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 1924      10      6 1568      0      0 0 0      0      20 0 13
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        1.00 2.98 0.02 1.00 3.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00
Final Sat.:    1425 4253      22 1425 4275      0      0 1425      0 1425 0 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.45 0.45 0.00 0.37 0.00 0.00 0.00 0.00 0.01 0.00 0.01
Crit Volume:    645      6      0      20
Crit Moves:     ****      ****      ****
*****

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Future NP PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #63 Canoga Ave/Trillium Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.618
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          Trillium Dwy (Pvt)
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Split Phase      Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    2    1    0    2    0    3    0    0    0    0    0    0    0    1    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1833    103    90 1240    0    0    0    0    234    0    114
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1833    103    90 1240    0    0    0    0    234    0    114
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1833    103    90 1240    0    0    0    0    234    0    114
Reduct Vol:           0    0    0        0    0    0    0    0    0    0    0    0
Reduced Vol:          0 1833    103    90 1240    0    0    0    0    234    0    114
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0 1833    103    99 1240    0    0    0    0    257    0    114
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.84    0.16    2.00 3.00    0.00 0.00 0.00 0.00 1.39 0.00 0.61
Final Sat.:           1425 4048    227    2850 4275    0    0    0    0    1975    0    875
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.45    0.45    0.03 0.29    0.00 0.00 0.00 0.00 0.13 0.00 0.13
Crit Volume:          645          50          0          186
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #64 De Soto Ave/Warner Center Lane (Pvt)/Serrania Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.574
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          De Soto Ave          Warner Center Lane (Pvt)/Serrania
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              22 2182          48          44 1763          48          15    0    73          1    3    14
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           22 2182          48          44 1763          48          15    0    73          1    3    14
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           22 2182          48          44 1763          48          15    0    73          1    3    14
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          22 2182          48          44 1763          48          15    0    73          1    3    14
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          22 2182          48          44 1763          48          15    0    73          1    3    14
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 3.00          1.00          1.00 2.92          0.08          0.17 0.00          0.83          0.05 0.17          0.78
Final Sat.:          1500 4500          1500          1500 4381          119          256    0    1244          83    250    1167
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.48          0.03          0.03 0.40          0.40          0.06 0.00          0.06          0.01 0.01          0.01
Crit Volume:          727          44          88          1
Crit Moves:           ****          ****          ****          ****
*****

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

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*****
Intersection #65 Canoga AveWarner Ranch Rd (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.531
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Canoga Ave          Warner Ranch Rd (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          1  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             19 1479          26          54 1752          22          0    0    107          20    0    186
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          19 1479          26          54 1752          22          0    0    107          20    0    186
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           19 1479          26          54 1752          22          0    0    107          20    0    186
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          19 1479          26          54 1752          22          0    0    107          20    0    186
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          19 1479          26          54 1752          22          0    0    107          20    0    186
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.95          0.05          1.00 2.96          0.04          0.00 0.00          1.00          1.00 0.00          1.00
Final Sat.:           1500 4422          78          1500 4444          56          0    0    1500          1500    0    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.33          0.33          0.04 0.39          0.39          0.00 0.00          0.07          0.01 0.00          0.12
Crit Volume:          19          591          0          186
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #66
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.708
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      93 1463      96 147 1946      55 134 36 144      69 5 90
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 93 1463      96 147 1946      55 134 36 144      69 5 90
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 93 1463      96 147 1946      55 134 36 144      69 5 90
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 93 1463      96 147 1946      55 134 36 144      69 5 90
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 93 1463      96 147 1946      55 147 36 144      69 5 90
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.82 0.18 1.00 2.92 0.08 2.00 1.00 1.00 1.00 0.05 0.95
Final Sat.: 1375 3871 254 1375 4012 113 2750 1375 1375 1375 72 1303
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.07 0.38 0.38 0.11 0.49 0.49 0.05 0.03 0.10 0.05 0.07 0.07
Crit Volume: 93 667 144 69
Crit Moves: ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #67 Owensmouth Ave/Promenade Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.350
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Promenade Dwy (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    1    0          1    0    1    1    0          0    1    0    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             56    778    11          7    573    76          48    11    66          57    7    24
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          56    778    11          7    573    76          48    11    66          57    7    24
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           56    778    11          7    573    76          48    11    66          57    7    24
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          56    778    11          7    573    76          48    11    66          57    7    24
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          56    778    11          7    573    76          48    11    66          57    7    24
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 1.97 0.03          1.00 1.77 0.23          0.77 0.23 1.00          1.00 0.45 0.55
Final Sat.:           1500 2958 42          1500 2649 351          1152 348 1500          1500 682 818
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.26 0.26          0.00 0.22 0.22          0.04 0.03 0.04          0.04 0.01 0.03
Crit Volume:          394    7          66    57
Crit Moves:           ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #68 Owensmouth Ave/West Valley Way (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.539
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          West Valley Way (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1    0    2    0    0          0    0    1    1    0          1    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:            37 1101          0          0 691          32 217          0 79          0    0    0
Growth Adj:          1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:         37 1101          0          0 691          32 217          0 79          0    0    0
User Adj:            1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          37 1101          0          0 691          32 217          0 79          0    0    0
Reduct Vol:          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         37 1101          0          0 691          32 217          0 79          0    0    0
PCE Adj:             1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:             1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:         37 1101          0          0 691          32 217          0 79          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425          1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:          1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:              1.00 2.00          0.00 0.00 1.91 0.09 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:          1425 2850          0          0 2724          126 1425          0 1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.03 0.39          0.00 0.00 0.25 0.25 0.15 0.00 0.06 0.00 0.00 0.00
Crit Volume:         551          0          217          0
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #69 Canoga Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.427
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          Canoga Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    1    0          1    0    2    0    0          0    0    0    0    0          1    0    1!    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1776          16          0 1126          0          0    0    0          18    0          2
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00          1.00
Initial Bse:          0 1776          16          0 1126          0          0    0    0          18    0          2
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00          1.00
PHF Volume:           0 1776          16          0 1126          0          0    0    0          18    0          2
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          0 1776          16          0 1126          0          0    0    0          18    0          2
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.10 1.00          1.00
FinalVolume:          0 1776          16          0 1126          0          0    0    0          20    0          2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00          1.00
Lanes:                0.00 2.97          0.03          1.00 2.00          0.00          0.00 0.00          0.00 1.82          0.18
Final Sat.:           0 4237          38          1425 2850          0          0    0    0          2589    0          261
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.42          0.42          0.00 0.40          0.00          0.00 0.00          0.00 0.01          0.01
Crit Volume:          597          0          0          11
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #70 AMC Dwy/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.660
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          B
*****
Street Name:          AMC Dwy          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Permitted      Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             100    5    78        81    1    100        238  539    66        46  838    131
Growth Adj:           1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
Initial Bse:          100    5    78        81    1    100        238  539    66        46  838    131
User Adj:             1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
PHF Volume:           100    5    78        81    1    100        238  539    66        46  838    131
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          100    5    78        81    1    100        238  539    66        46  838    131
PCE Adj:              1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
FinalVolume:          100    5    78        81    1    100        238  539    66        46  838    131
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425  1425  1425        1425  1425  1425        1425  1425  1425        1425  1425  1425
Adjustment:           1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
Lanes:                0.55  0.03  0.42        0.99  0.01  1.00        1.00  2.00  1.00        1.00  2.00  1.00
Final Sat.:           779    39    607        1408  17    1425        1425  2850  1425        1425  2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13  0.13  0.13        0.06  0.06  0.07        0.17  0.19  0.05        0.03  0.29  0.09
Crit Volume:          183          100        238          419
Crit Moves:           ****          ****        ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #71 Eton Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.875
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        149          Level Of Service:          D
*****
Street Name:          Eton Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1    0    1    0    1    0      1    0    1    1    0      1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             156    0    130      5    1    11      2 1807    245    53 1318      0
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          156    0    130      5    1    11      2 1807    245    53 1318      0
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           156    0    130      5    1    11      2 1807    245    53 1318      0
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          156    0    130      5    1    11      2 1807    245    53 1318      0
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          156    0    130      5    1    11      2 1807    245    53 1318      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 0.00  1.00    1.00 0.08  0.92    1.00 1.76  0.24    1.00 2.00  1.00
Final Sat.:           1425    0    1425    1425 119    1306    1425 2510    340    1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.00  0.09    0.00 0.01  0.01    0.00 0.72  0.72    0.04 0.46  0.00
Crit Volume:          156          12          1026          53
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #72 Independence Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.846
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        120          Level Of Service:          D
*****
Street Name:          Independence Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    0    1          0    0    1! 0    0          1    0    1    1    0          1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             16    0    242          19    1    19          31 1719          41    64 1114          42
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          16    0    242          19    1    19          31 1719          41    64 1114          42
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           16    0    242          19    1    19          31 1719          41    64 1114          42
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          16    0    242          19    1    19          31 1719          41    64 1114          42
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          16    0    242          19    1    19          31 1719          41    64 1114          42
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 0.00 1.00          0.49 0.02 0.49          1.00 1.95 0.05          1.00 2.00 1.00
Final Sat.:           1425    0 1425          694    37 694          1425 2784    66          1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.00 0.17          0.03 0.03 0.03          0.02 0.62 0.62          0.04 0.39 0.03
Crit Volume:          242    19          880          64
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #73 Variel Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.524
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Variel Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             159  157  102          64  16  33          66  203  16          19  44  108
Growth Adj:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:          159  157  102          64  16  33          66  203  16          19  44  108
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           159  157  102          64  16  33          66  203  16          19  44  108
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          159  157  102          64  16  33          66  203  16          19  44  108
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          159  157  102          64  16  33          66  203  16          19  44  108
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500          1500  1500  1500          1500  1500  1500          1500  1500  1500
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                0.38  0.38  0.24          0.57  0.14  0.29          0.23  0.71  0.06          0.11  0.26  0.63
Final Sat.:           571  563  366          850  212  438          347  1068  84          167  386  947
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.28  0.28  0.28          0.08  0.08  0.08          0.19  0.19  0.19          0.11  0.11  0.11
Crit Volume:          418          64          285          19
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #74 Variel Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.646
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          B
*****
Street Name:          Variel Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0          0    1    0    1    0          0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41    167    199    168    57    122    130    798    67    35    353    66
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          41    167    199    168    57    122    130    798    67    35    353    66
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           41    167    199    168    57    122    130    798    67    35    353    66
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41    167    199    168    57    122    130    798    67    35    353    66
PCE Adj:              1.00    1.00    1.00    2.00    1.00    1.00    2.00    1.00    1.00    4.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          41    167    199    336    57    122    260    798    67    140    353    66
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                0.20    0.82    0.98    1.00    0.53    0.47    0.30    1.58    0.12    0.20    1.56    0.24
Final Sat.:           302    1231    1467    1500    789    711    451    2370    179    301    2345    354
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14    0.14    0.14    0.11    0.07    0.17    0.29    0.34    0.37    0.12    0.15    0.19
Crit Volume:          204          168          562          35
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #75 Variel Ave/Califa St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.364
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Variel Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             11    20    5          80    3    56          249 143    3          1    53    50
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          11    20    5          80    3    56          249 143    3          1    53    50
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           11    20    5          80    3    56          249 143    3          1    53    50
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          11    20    5          80    3    56          249 143    3          1    53    50
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          11    20    5          80    3    56          249 143    3          1    53    50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.30 0.56  0.14          0.58 0.02  0.40          0.63 0.36  0.01          0.01 0.51  0.48
Final Sat.:           458  833  208          863  32   604          946  543   11          14  764  721
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02  0.02          0.09 0.09  0.09          0.26 0.26  0.26          0.07 0.07  0.07
Crit Volume:          11          139          395          1
Crit Moves:          ****          ****          ****          ****
*****

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Future NP PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #76 Warner Center Lane/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.373
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Center Lane          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          70    0    179          48    846          0          0    384          16
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          70    0    179          48    846          0          0    384          16
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          70    0    179          48    846          0          0    384          16
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:           0    0    0          70    0    179          48    846          0          0    384          16
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          70    0    179          48    846          0          0    384          16
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.28 0.00 0.72          1.00 3.00 0.00          0.00 0.00 1.92 0.08
Final Sat.:            0    0    0          401    0    1024          1425 4275          0          0    2736          114
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.17 0.00 0.17          0.03 0.20 0.00          0.00 0.14 0.14
Crit Volume:           0          249          282          0
Crit Moves:
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #77 De Soto/Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.613
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:          De Soto          Clark St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               0  0  1  1  0        0  0  5  0  0        0  0  0  0  0        0  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1620      89      0 2109      0      0    0    0      0    0    19
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1620      89      0 2109      0      0    0    0      0    0    19
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1620      89      0 2109      0      0    0    0      0    0    19
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          0 1620      89      0 2109      0      0    0    0      0    0    19
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0 1620      89      0 2109      0      0    0    0      0    0    19
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.90 0.10 0.00 5.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.:           0 2702    148      0 7125      0      0    0    0      0    0    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.60 0.60 0.00 0.30 0.00 0.00 0.00 0.00 0.00 0.00 0.01
Crit Volume:          855          0          0          19
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #78 Warner Ranch Rd (Pvt)/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.343
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Warner Ranch Rd (Pvt)          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          1    0    0    0    1          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          205    0    192          15    501          0          0    512          25
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          205    0    192          15    501          0          0    512          25
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          205    0    192          15    501          0          0    512          25
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:           0    0    0          205    0    192          15    501          0          0    512          25
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          205    0    192          15    501          0          0    512          25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          1.00 0.00 1.00          1.00 3.00 0.00          0.00 1.91 0.09
Final Sat.:            0    0    0          1425    0    1425          1425 4275          0          0    2717          133
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.14 0.00 0.13          0.01 0.12 0.00          0.00 0.19 0.19
Crit Volume:           0          205          15          269
Crit Moves:
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #79 Owensmouth Ave/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.592
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Marylee St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             71  530    21    14  872    123    181    19    102    17    0    94
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          71  530    21    14  872    123    181    19    102    17    0    94
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           71  530    21    14  872    123    181    19    102    17    0    94
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          71  530    21    14  872    123    181    19    102    17    0    94
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          71  530    21    14  872    123    181    19    102    17    0    94
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.92    0.08    1.00 1.75    0.25    0.60 0.06    0.34    0.15 0.00    0.85
Final Sat.:          1500 2886    114    1500 2629    371    899    94    507    230    0    1270
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.18    0.18    0.01 0.33    0.33    0.20 0.20    0.20    0.07 0.00    0.07
Crit Volume:          71          498          302          17
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #80 Topanga Canyon Blvd/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.737
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    2    1    0          1    0    3    0    0          0    0    0    0    0          0    0    1!    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 2290    84    102 1756    0    0    0    0    56    0    156
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 2290    84    102 1756    0    0    0    0    56    0    156
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 2290    84    102 1756    0    0    0    0    56    0    156
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 2290    84    102 1756    0    0    0    0    56    0    156
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0 2290    84    102 1756    0    0    0    0    56    0    156
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.89    0.11    1.00 3.00    0.00 0.00 0.00 0.00 0.26 0.00 0.74
Final Sat.:           0 4341    159    1500 4500    0    0    0    0    396    0    1104
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.53    0.53    0.07 0.39    0.00 0.00 0.00 0.00 0.14 0.00 0.14
Crit Volume:          791          102          0          212
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #81 Topanga Canyon Blvd/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.589
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          0  0  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             178 2020    105          53 1641    69          0    0    75          0    0    167
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          178 2020    105          53 1641    69          0    0    75          0    0    167
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           178 2020    105          53 1641    69          0    0    75          0    0    167
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          178 2020    105          53 1641    69          0    0    75          0    0    167
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.10
FinalVolume:          178 2020    105          53 1641    69          0    0    75          0    0    184
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.85    0.15          1.00 2.88    0.12          0.00 0.00    1.00          0.00 0.00    2.00
Final Sat.:           1425 4064    211          1425 4103    173          0    0    1425          0    0    2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.50    0.50          0.04 0.40    0.40          0.00 0.00    0.05          0.00 0.00    0.06
Crit Volume:          178          570          0          92
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #82 Topanga Canyon Blvd/Bassett St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.564
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Bassett St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    2    1    0          0    0    1!    0    0          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             131 1903          0          0 1423          70          99    0    70          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          131 1903          0          0 1423          70          99    0    70          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           131 1903          0          0 1423          70          99    0    70          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          131 1903          0          0 1423          70          99    0    70          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          131 1903          0          0 1423          70          99    0    70          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 0.00 0.00 2.86 0.14 0.59 0.00 0.41 0.00 0.00 0.00
Final Sat.:           1425 4275          0          0 4075          200          835    0    590          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.45 0.00 0.00 0.35 0.35 0.12 0.00 0.12 0.00 0.00 0.00
Crit Volume:          634          0          169          0
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #83 Randi Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.481
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Randi Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  0  1! 0  0        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             38    27    37        3    7    51        47  980    60    57 1130    8
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           38    27    37        3    7    51        47  980    60    57 1130    8
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           38    27    37        3    7    51        47  980    60    57 1130    8
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          38    27    37        3    7    51        47  980    60    57 1130    8
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          38    27    37        3    7    51        47  980    60    57 1130    8
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.38 0.26  0.36    0.05 0.11  0.84    1.00 1.88  0.12    1.00 1.99  0.01
Final Sat.:           559  397  544        74  172 1254    1500 2827  173    1500 2979  21
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.07  0.07    0.04 0.04  0.04    0.03 0.35  0.35    0.04 0.38  0.38
Crit Volume:          102          3          47          569
Crit Moves:           ****          ****          ****          ****
*****

```

Future NP PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #84 Glade Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.323
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Glade Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                0    1    0    0    1    0    1    0    0    1    0    1    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             68    43    76      59    24    49      12    191    20      36    540    28
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          68    43    76      59    24    49      12    191    20      36    540    28
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           68    43    76      59    24    49      12    191    20      36    540    28
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          68    43    76      59    24    49      12    191    20      36    540    28
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          68    43    76      59    24    49      24    191    20      36    540    28
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.61 0.39 1.00 0.71 0.29 1.00 0.11 1.72 0.17 0.12 1.79 0.09
Final Sat.:           919 581 1500 1066 434 1500 171 2574 255 179 2682 139
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.07 0.05 0.06 0.06 0.03 0.07 0.07 0.08 0.20 0.20 0.20
Crit Volume:          111          59          12          302
Crit Moves:           ****          ****          ****          ****
*****

```

Future NP PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #85 Randi Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.281
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Randi Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0    0    1! 0    0    0    1    0    0    1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             22    22    33        17    24    18        22    186    29        44    537    75
Growth Adj:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:          22    22    33        17    24    18        22    186    29        44    537    75
User Adj:             1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           22    22    33        17    24    18        22    186    29        44    537    75
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          22    22    33        17    24    18        22    186    29        44    537    75
PCE Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:          22    22    33        17    24    18        22    186    29        44    537    75
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500    1500 1500 1500    1500 1500 1500    1500 1500 1500
Adjustment:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:                0.28 0.29 0.43    0.41 0.59 1.00    1.00 1.73 0.27    1.00 1.75 0.25
Final Sat.:           429  429  643    622  878 1500    1500 2595 405    1500 2632 368
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.05 0.05    0.03 0.03 0.01    0.01 0.07 0.07    0.03 0.20 0.20
Crit Volume:          77    17          22
Crit Moves:           ****          ****          ****
*****

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

```

*****
Intersection #86
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.095
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      43 2260      46 260 1137      172 360 55 57      44 21 277
Growth Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:      43 2260      46 260 1137      172 360 55 57      44 21 277
User Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:      43 2260      46 260 1137      172 360 55 57      44 21 277
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      43 2260      46 260 1137      172 360 55 57      44 21 277
PCE Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00      1.00 1.00 1.00      1.10 1.00 1.00      1.00 1.00 1.00
FinalVolume:      43 2260      46 260 1137      172 396 55 57      44 21 277
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:      1.00 2.94      0.06 1.00 2.61      0.39 1.56 0.22      0.22 0.68 0.32      1.00
Final Sat.:      1425 4190      85 1425 3713      562 2222 309      320 965 460      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.03 0.54      0.54 0.18 0.31      0.31 0.18 0.18      0.18 0.05 0.05      0.19
Crit Volume:      769      260      254      277
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #87 Jordan Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.721
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          C
*****
Street Name:          Jordan Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              61    81    74    117    25    79    50 1311    43    72 1095    107
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           61    81    74    117    25    79    50 1311    43    72 1095    107
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           61    81    74    117    25    79    50 1311    43    72 1095    107
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          61    81    74    117    25    79    50 1311    43    72 1095    107
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          61    81    74    117    25    79    50 1311    43    72 1095    107
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.28 0.38  0.34  0.53 0.11  0.36  1.00 1.94  0.06  1.00 1.82  0.18
Final Sat.:           424  563  514  794  170  536  1500 2905  95  1500 2733  267
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.14  0.14  0.15 0.15  0.15  0.03 0.45  0.45  0.05 0.40  0.40
Crit Volume:          216          117          677          72
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #88 Remmet Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.718
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          Remmet Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    1! 0    0          0    0    1! 0    0          1    0    1    1    0          1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             57    96    164          27    18    35          39 1274          39    76 1067          43
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           57    96    164          27    18    35          39 1274          39    76 1067          43
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           57    96    164          27    18    35          39 1274          39    76 1067          43
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          57    96    164          27    18    35          39 1274          39    76 1067          43
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          57    96    164          27    18    35          39 1274          39    76 1067          43
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.18 0.30 0.52          0.34 0.22 0.44          1.00 1.94 0.06          1.00 1.92 0.08
Final Sat.:           270  454  776          506  338  656          1500 2911          89  1500 2884          116
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.21 0.21 0.21          0.05 0.05 0.05          0.03 0.44 0.44          0.05 0.37 0.37
Crit Volume:          317    27          657    76
Crit Moves:           ****    ****          ****    ****
*****

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

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*****
Intersection #89 Variel Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.769
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Variel Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    1! 0    0          0    0    1! 0    0          1    0    1 1    0          1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             66    83    53    113    63    28    92 1499    37    70 1068    70
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          66    83    53    113    63    28    92 1499    37    70 1068    70
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           66    83    53    113    63    28    92 1499    37    70 1068    70
Reduct Vol:           0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:          66    83    53    113    63    28    92 1499    37    70 1068    70
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          66    83    53    113    63    28    92 1499    37    70 1068    70
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.33 0.41 0.26 0.55 0.31 0.14 1.00 1.95 0.05 1.00 2.00 1.00
Final Sat.:           490 616 394 831 463 206 1500 2928 72 1500 3000 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.13 0.13 0.14 0.14 0.14 0.06 0.51 0.51 0.05 0.36 0.05
Crit Volume:          202          113          768          70
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #90 Owensmouth Ave/Gault St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.520
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Gault St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             39  622    40          33  433    28          14  27    57          27  26    52
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          39  622    40          33  433    28          14  27    57          27  26    52
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           39  622    40          33  433    28          14  27    57          27  26    52
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          39  622    40          33  433    28          14  27    57          27  26    52
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          39  622    40          33  433    28          14  27    57          27  26    52
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.88  0.12          0.14 0.28  0.58          0.26 0.25  0.49
Final Sat.:           1500 1500  1500          1500 2818  182          214 413  872          386 371  743
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.41  0.03          0.02 0.15  0.15          0.07 0.07  0.07          0.07 0.07  0.07
Crit Volume:           622          33          98          27
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #91 Owensmouth Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.607
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             107  732   33          19  492   44          16  18   67          26  30   13
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          107  732   33          19  492   44          16  18   67          26  30   13
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           107  732   33          19  492   44          16  18   67          26  30   13
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          107  732   33          19  492   44          16  18   67          26  30   13
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          107  732   33          19  492   44          16  18   67          26  30   13
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.96  0.04          1.00 1.84  0.16          0.16 0.18  0.66          0.38 0.43  0.19
Final Sat.:           1500 1435   65          1500 2754  246          238  267  995          565  652  283
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.51  0.51          0.01 0.18  0.18          0.07 0.07  0.07          0.05 0.05  0.05
Crit Volume:          765    19          101    26
Crit Moves:           ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #92 De Soto Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.523
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          De Soto Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             47 1843          69    48 1218          35    33  12    63    36    6    36
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          47 1843          69    48 1218          35    33  12    63    36    6    36
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           47 1843          69    48 1218          35    33  12    63    36    6    36
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          47 1843          69    48 1218          35    33  12    63    36    6    36
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          47 1843          69    48 1218          35    33  12    63    36    6    36
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:               1.00 2.89          0.11 1.00 2.92          0.08 0.73 0.27          1.00 0.86 0.14          1.00
Final Sat.:           1500 4338          162    1500 4374          126    1100 400          1500 1286 214          1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.42          0.42 0.03 0.28          0.28 0.03 0.03          0.04 0.03 0.03          0.02
Crit Volume:          637          48          63    36
Crit Moves:           ****          ****          ****    ****
*****

```

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

```

*****
Intersection #93 Mason Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.863
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        105          Level Of Service:          D
*****
Street Name:          Mason Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              38  714  51  105  643  98  203 1440  53  61  921  82
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           38  714  51  105  643  98  203 1440  53  61  921  82
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           38  714  51  105  643  98  203 1440  53  61  921  82
Reduct Vol:            0      0      0      0      0      0      0      0      0      0
Reduced Vol:          38  714  51  105  643  98  203 1440  53  61  921  82
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          38  714  51  105  643  98  203 1440  53  61  921  82
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.87 0.13 1.00 1.74 0.26 1.00 1.93 0.07 1.00 1.84 0.16
Final Sat.:          1500 2800 200 1500 2603 397 1500 2894 106 1500 2755 245
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.26 0.26 0.07 0.25 0.25 0.14 0.50 0.50 0.04 0.33 0.33
Crit Volume:          383          105          747          61
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #94
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.687
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      1      0      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      24      25      115      146      47      76      86      1333      65      78      1484      124
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      24      25      115      146      47      76      86      1333      65      78      1484      124
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      24      25      115      146      47      76      86      1333      65      78      1484      124
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      24      25      115      146      47      76      86      1333      65      78      1484      124
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      24      25      115      146      47      76      86      1333      65      78      1484      124
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.18      0.82      1.00      0.38      0.62      1.00      2.00      1.00      1.00      2.77      0.23
Final Sat.:      1500      268      1232      1500      573      927      1500      3000      1500      1500      4153      347
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02      0.09      0.09      0.10      0.08      0.08      0.06      0.44      0.04      0.05      0.36      0.36
Crit Volume:      140      146      667      78
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #95 Owensmouth Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.966
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Owensmouth Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             28  449    41    121  284    45    64 1315    14    73  938    60
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          28  449    41    121  284    45    64 1315    14    73  938    60
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           28  449    41    121  284    45    64 1315    14    73  938    60
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          28  449    41    121  284    45    64 1315    14    73  938    60
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          28  449    41    121  284    45    64 1315    14    73  938    60
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.05 0.87  0.08  0.27 0.63  0.10  1.00 1.98  0.02  1.00 1.88  0.12
Final Sat.:           77 1235  113    383  899  143  1425 2820  30  1425 2679  171
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.36 0.36  0.36  0.32 0.32  0.32  0.04 0.47  0.47  0.05 0.35  0.35
Crit Volume:           518          121          665          73
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #96 Canoga Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.953
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  2  1  0        1  0  1  1  0        1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             107 1151    253    141  956    165    169 1222    61    162  851    217
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          107 1151    253    141  956    165    169 1222    61    162  851    217
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           107 1151    253    141  956    165    169 1222    61    162  851    217
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          107 1151    253    141  956    165    169 1222    61    162  851    217
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          107 1151    253    141  956    165    169 1222    61    162  851    217
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.56    0.44    1.00 1.90    0.10    1.00 2.00    1.00
Final Sat.:           1425 2850    1425    1425 3646    629    1425 2714    136    1425 2850    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.40    0.18    0.10 0.26    0.26    0.12 0.45    0.45    0.11 0.30    0.15
Crit Volume:          576          141          642          426
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #97 Variel Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.656
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Street Name:          Variel Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             69    57    73          42    50    61          77 1401          46    43 1022          25
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           69    57    73          42    50    61          77 1401          46    43 1022          25
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           69    57    73          42    50    61          77 1401          46    43 1022          25
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          69    57    73          42    50    61          77 1401          46    43 1022          25
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          69    57    73          42    50    61          77 1401          46    43 1022          25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.35 0.28 0.37          0.27 0.33 0.40          1.00 2.00 1.00          1.00 2.00 1.00
Final Sat.:           520  430  550          412  490  598          1500 3000 1500          1500 3000 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.13 0.13          0.10 0.10 0.10          0.05 0.47 0.03          0.03 0.34 0.02
Crit Volume:          199          42          701          43
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #98 De Soto Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.120
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             102 1518   187   131 1062   167   196 1375   93   107 787   77
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          102 1518   187   131 1062   167   196 1375   93   107 787   77
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           102 1518   187   131 1062   167   196 1375   93   107 787   77
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          102 1518   187   131 1062   167   196 1375   93   107 787   77
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          102 1518   187   131 1062   167   196 1375   93   107 787   77
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.67   0.33   1.00 2.59   0.41   1.00 1.87   0.13   1.00 1.82   0.18
Final Sat.:           1375 3673   452   1375 3564   561   1375 2576   174   1375 2505   245
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.41   0.41   0.10 0.30   0.30   0.14 0.53   0.53   0.08 0.31   0.31
Crit Volume:          568   131          734   107
Crit Moves:           ****   ****          ****   ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #99 Shoup Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.462
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Shoup Ave          Valerio St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      0  1  0  0  1      0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             83 1087    68    18  633    22    19    7    70    27    9    15
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
Initial Bse:          83 1087    68    18  633    22    19    7    70    27    9    15
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
PHF Volume:           83 1087    68    18  633    22    19    7    70    27    9    15
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          83 1087    68    18  633    22    19    7    70    27    9    15
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
FinalVolume:          83 1087    68    18  633    22    19    7    70    27    9    15
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500 1500 1500 1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
Lanes:               1.00 1.88    0.12    1.00 1.93    0.07    0.73 0.27    1.00 0.53 0.18 0.29
Final Sat.:          1500 2823    177    1500 2899    101    1096 404    1500 794 265 441
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.39    0.38    0.01 0.22    0.22    0.02 0.02    0.05 0.03 0.03 0.03
Crit Volume:           578          18          70          27
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #100 Topanga Canyon Blvd/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.757
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Valerio St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              54 1704          48          64 1415          22          59  37          67          56  42          52
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           54 1704          48          64 1415          22          59  37          67          56  42          52
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           54 1704          48          64 1415          22          59  37          67          56  42          52
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          54 1704          48          64 1415          22          59  37          67          56  42          52
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          54 1704          48          64 1415          22          59  37          67          56  42          52
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.00          1.00          1.00 2.00          1.00          0.36 0.23          0.41          0.37 0.28          0.35
Final Sat.:          1500 3000          1500          1500 3000          1500          543  340          617          560  420          520
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.57          0.03          0.04 0.47          0.01          0.11 0.11          0.11          0.10 0.10          0.10
Crit Volume:          852          64          163          56
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #101 Canoga Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.658
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          B
*****
Street Name:          Canoga Ave          Valerio St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             23 1321          35          86 1115          14          80 121          18          52 63          64
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          23 1321          35          86 1115          14          80 121          18          52 63          64
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           23 1321          35          86 1115          14          80 121          18          52 63          64
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          23 1321          35          86 1115          14          80 121          18          52 63          64
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          23 1321          35          86 1115          14          80 121          18          52 63          64
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.00          1.00          1.00 1.98          0.02          1.00 0.87          0.13          1.00 0.50          0.50
Final Sat.:           1425 2850          1425          1425 2815          35          1425 1240          185          1425 707          718
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.46          0.02          0.06 0.40          0.40          0.06 0.10          0.10          0.04 0.09          0.09
Crit Volume:          661          86          139          52
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #102 Lurline Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.475
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Lurline Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    1    0    0    1          1    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              13    6    38          58    15    35          67 1661          22    55 1151          60
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           13    6    38          58    15    35          67 1661          22    55 1151          60
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           13    6    38          58    15    35          67 1661          22    55 1151          60
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13    6    38          58    15    35          67 1661          22    55 1151          60
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          13    6    38          58    15    35          67 1661          22    55 1151          60
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.68 0.32 1.00          0.79 0.21 1.00          1.00 2.96 0.04          1.00 2.85 0.15
Final Sat.:          1026 474 1500          1192 308 1500          1500 4441          59    1500 4277          223
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01 0.03          0.05 0.05 0.02          0.04 0.37 0.37          0.04 0.27 0.27
Crit Volume:          38    58          561          55
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #103 Mason Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.028
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Mason Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  1  1  0      1  0  2  0  1      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              95  891  141  274  669  162  201 1769  54  145 1144  165
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           95  891  141  274  669  162  201 1769  54  145 1144  165
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           95  891  141  274  669  162  201 1769  54  145 1144  165
Reduct Vol:            0      0      0      0      0      0      0      0      0      0
Reduced Vol:          95  891  141  274  669  162  201 1769  54  145 1144  165
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          95  891  141  274  669  162  201 1769  54  145 1144  165
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.73  0.27  1.00 2.00  1.00  1.00 2.91  0.09  1.00 2.62  0.38
Final Sat.:          1500 2590  410  1500 3000  1500  1500 4367  133  1500 3933  567
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.34  0.34  0.18 0.22  0.11  0.13 0.41  0.41  0.10 0.29  0.29
Crit Volume:                516  274                608  145
Crit Moves:                ****      ****                ****      ****
*****

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*****
Intersection #104 Owensmouth Ave/Wyandotte St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.390
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Wyandotte St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1    0    1    0    1          1    0    1    1    0          0    1    0    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:              42    479    26          25    366    25          26    37    49          15    40    24
Growth Adj:            1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:           42    479    26          25    366    25          26    37    49          15    40    24
User Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:               1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:           42    479    26          25    366    25          26    37    49          15    40    24
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          42    479    26          25    366    25          26    37    49          15    40    24
PCE Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
FinalVolume:          42    479    26          25    366    25          26    37    49          15    40    24
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500          1500    1500    1500          1500    1500    1500          1500    1500    1500
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                1.00    1.00    1.00          1.00    1.87    0.13          0.41    0.59    1.00          0.27    0.73    1.00
Final Sat.:           1500    1500    1500          1500    2808    192          619    881    1500          409    1091    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03    0.32    0.02          0.02    0.13    0.13          0.04    0.04    0.03          0.04    0.04    0.02
Crit Volume:           479          25          26          55
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #105 Sale Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.330
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Sale Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0    1    0    0    1    0    1    0    0    1    1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             13    8    38        6    4    26        26    824    35    35    849    16
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          13    8    38        6    4    26        26    824    35    35    849    16
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           13    8    38        6    4    26        26    824    35    35    849    16
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          13    8    38        6    4    26        26    824    35    35    849    16
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          13    8    38        6    4    26        26    824    35    35    849    16
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.62 0.38 1.00 0.60 0.40 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:           929 571 1500 900 600 1500 1500 3000 1500 1500 3000 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01 0.03 0.01 0.01 0.02 0.02 0.27 0.02 0.02 0.28 0.01
Crit Volume:          38    6    26        26
Crit Moves:           ****    ****    ****    ****
*****

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*****
Intersection #106 Winnetka Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.113
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             121 1247    124    138 831    95    126 1246    68    105 903    93
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          121 1247    124    138 831    95    126 1246    68    105 903    93
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           121 1247    124    138 831    95    126 1246    68    105 903    93
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          121 1247    124    138 831    95    126 1246    68    105 903    93
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          121 1247    124    138 831    95    126 1246    68    105 903    93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.82    0.18    1.00 1.79    0.21    1.00 1.90    0.10    1.00 1.81    0.19
Final Sat.:           1425 2592    258    1425 2558    292    1425 2703    147    1425 2584    266
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.48    0.48    0.10 0.32    0.32    0.09 0.46    0.46    0.07 0.35    0.35
Crit Volume:          686    138          657    105
Crit Moves:          ****    ****          ****    ****
*****

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*****
Intersection #107 Sale Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.468
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Sale Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted      Permitted      Permitted      Permitted
Rights:               Include      Include      Include      Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                0    1    0    0    1    0    1    0    0    1    1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             20    13    32    16    1    39    36 1053    12    13 1213    25
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          20    13    32    16    1    39    36 1053    12    13 1213    25
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           20    13    32    16    1    39    36 1053    12    13 1213    25
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          20    13    32    16    1    39    36 1053    12    13 1213    25
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          20    13    32    16    1    39    36 1053    12    13 1213    25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.61 0.39 1.00 0.94 0.06 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:           909 591 1500 1412 88 1500 1500 3000 1500 1500 3000 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02 0.02 0.01 0.01 0.03 0.02 0.35 0.01 0.01 0.40 0.02
Crit Volume:          20          39    36          607
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #108 Winnetka Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.163
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Winnetka Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R           L - T - R           L - T - R           L - T - R
-----|-----|-----|-----|
Control:              Protected           Protected           Protected           Protected
Rights:               Include             Include             Include             Include
Min. Green:           0   0   0           0   0   0           0   0   0           0   0   0
Lanes:                1  0  2  0  1       1  0  2  1  0       1  0  2  1  0       1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             202 1049   145   188 759   145   231 1901   184   192 1209   141
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          202 1049   145   188 759   145   231 1901   184   192 1209   141
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           202 1049   145   188 759   145   231 1901   184   192 1209   141
Reduct Vol:           0   0   0           0   0   0           0   0   0           0   0   0
Reduced Vol:          202 1049   145   188 759   145   231 1901   184   192 1209   141
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          202 1049   145   188 759   145   231 1901   184   192 1209   141
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.52   0.48   1.00 2.74   0.26   1.00 2.69   0.31
Final Sat.:           1375 2750   1375   1375 3463   662   1375 3761   364   1375 3694   431
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.38   0.11   0.14 0.22   0.22   0.17 0.51   0.51   0.14 0.33   0.33
Crit Volume:          525           188           695           192
Crit Moves:           ****           ****           ****           ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #109 Winnetka Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.511
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    0    0          0    0    3    0    0          0    0    1    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1451          0    0 1008          0    0 15          0    0 41          0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1451          0    0 1008          0    0 15          0    0 41          0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1451          0    0 1008          0    0 15          0    0 41          0
Reduct Vol:           0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          0 1451          0    0 1008          0    0 15          0    0 41          0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0 1451          0    0 1008          0    0 15          0    0 41          0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.00 0.00 0.00 3.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00
Final Sat.:           0 3000          0    0 4500          0    0 1500          0    0 1500          0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.48 0.00 0.00 0.22 0.00 0.00 0.01 0.00 0.00 0.03 0.00
Crit Volume:          726          0          0          41
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #110 Fallbrook Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.712
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             30 1466    72    153 1056    15    32  59    29    141 148    223
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          30 1466    72    153 1056    15    32  59    29    141 148    223
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           30 1466    72    153 1056    15    32  59    29    141 148    223
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          30 1466    72    153 1056    15    32  59    29    141 148    223
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          30 1466    72    153 1056    15    32  59    29    141 148    223
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.86    0.14    1.00 2.96    0.04    1.00 0.67    0.33    1.00 0.40    0.60
Final Sat.:          1500 4289    211    1500 4437    63    1500 1006    494    1500 598    902
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.34    0.34    0.10 0.24    0.24    0.02 0.06    0.06    0.09 0.25    0.25
Crit Volume:          513          153          32          371
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #111 Winnetka Ave/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.545
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  2  0  1          2  0  0  0  1          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             138 1254          0          0  921  127          80    0    82          29  19  21
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          138 1254          0          0  921  127          80    0    82          29  19  21
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           138 1254          0          0  921  127          80    0    82          29  19  21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          138 1254          0          0  921  127          80    0    82          29  19  21
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:          138 1254          0          0  921  127          88    0    82          29  19  21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 2.00  0.00  0.00 2.00  1.00 2.00 0.00  1.00 1.00 0.48  0.52
Final Sat.:           1375 2750          0          0 2750  1375 2750  0  1375 1375 653  722
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.46  0.00  0.00 0.33  0.09  0.03 0.00  0.06 0.02 0.03  0.03
Crit Volume:          627          0          82          40
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #112 Winnetka Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.944
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  0  1          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             115 1362    70          81 1010    98    219 442    86    54 241    105
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          115 1362    70          81 1010    98    219 442    86    54 241    105
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           115 1362    70          81 1010    98    219 442    86    54 241    105
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          115 1362    70          81 1010    98    219 442    86    54 241    105
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          115 1362    70          81 1010    98    219 442    86    54 241    105
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.90    0.10    1.00 1.82    0.18    1.00 1.00    1.00    0.14 0.60    0.26
Final Sat.:           1500 2853    147    1500 2735    265    1500 1500    1500    203 904    394
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.48    0.48    0.05 0.37    0.37    0.15 0.29    0.06    0.27 0.27    0.27
Crit Volume:          716    81          219          400
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #113 Fallbrook Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.727
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  1          1  0  2  0  1          1  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             59 1362    33          81 1010    98          87 153    50          54 241    105
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          59 1362    33          81 1010    98          87 153    50          54 241    105
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           59 1362    33          81 1010    98          87 153    50          54 241    105
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          59 1362    33          81 1010    98          87 153    50          54 241    105
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          59 1362    33          81 1010    98          87 153    50          54 241    105
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:               1.00 2.00    1.00          1.00 2.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Final Sat.:          1500 3000    1500          1500 3000    1500          1500 1500    1500          1500 1500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.45    0.02          0.05 0.34    0.07          0.06 0.10    0.03          0.04 0.16    0.07
Crit Volume:          681          81          87          241
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #114 Winnetka Ave/Hatteras St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.557
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Hatteras St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             18 1398    90          29 1008    6          9    2    15          36    3    11
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          18 1398    90          29 1008    6          9    2    15          36    3    11
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           18 1398    90          29 1008    6          9    2    15          36    3    11
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          18 1398    90          29 1008    6          9    2    15          36    3    11
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          18 1398    90          29 1008    6          9    2    15          36    3    11
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:               1.00 1.88  0.12  1.00 1.99  0.01  0.34 0.08  0.58  0.72 0.06  0.22
Final Sat.:          1500 2819  181  1500 2982  18    519 115   865  1080  90   330
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.50  0.50  0.02 0.34  0.34  0.02 0.02  0.02  0.03 0.03  0.03
Crit Volume:          744    29          26    36
Crit Moves:          ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #115 Winnetka Ave / Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.574
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Clark St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             62 1472          0          0 1106          30          38          0          82          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          62 1472          0          0 1106          30          38          0          82          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           62 1472          0          0 1106          30          38          0          82          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          62 1472          0          0 1106          30          38          0          82          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          62 1472          0          0 1106          30          38          0          82          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 1.95 0.05 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0          0 2775          75 1425          0 1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.52 0.00 0.00 0.40 0.40 0.03 0.00 0.06 0.00 0.00 0.00
Crit Volume:          736          568          82          0
Crit Moves:           ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #116
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.693
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 0      0 0 2 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      234 863 0      0 795 320      0 0 0      307 3 645
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 234 863 0      0 795 320      0 0 0      307 3 645
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 234 863 0      0 795 320      0 0 0      307 3 645
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 234 863 0      0 795 320      0 0 0      307 3 645
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 234 863 0      0 795 320      0 0 0      338 3 710
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.00 0.01 1.99
Final Sat.: 1425 2850 0      0 2850 1425      0 0 0      1425 14 2836
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.16 0.30 0.00 0.00 0.28 0.22 0.00 0.00 0.00 0.24 0.21 0.25
Crit Volume: 234      397      0      357
Crit Moves: ****      ****      ****
*****

```

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

```

*****
Intersection #117
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.841
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        143          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      1 0 0 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 700 260 418 667 0 430 1 153 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 700 260 418 667 0 430 1 153 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 700 260 418 667 0 430 1 153 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 700 260 418 667 0 430 1 153 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 700 260 418 667 0 430 1 153 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.00 0.01 0.99 0.00 0.00 0.00
Final Sat.: 0 2850 1425 1425 2850 0 1425 9 1416 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.18 0.29 0.23 0.00 0.30 0.11 0.11 0.00 0.00 0.00
Crit Volume: 350 418 430 0
Crit Moves: **** **** ****
*****

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Future NP PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #118
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.025
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      2      0      1      0      1      1      0      2      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      122      387      84      355      382      215      281      1510      125      82      1027      302
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      122      387      84      355      382      215      281      1510      125      82      1027      302
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      122      387      84      355      382      215      281      1510      125      82      1027      302
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      122      387      84      355      382      215      281      1510      125      82      1027      302
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      122      387      84      391      382      215      281      1510      125      82      1027      302
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.82      0.18      2.00      1.00      1.00      1.00      2.77      0.23      1.00      2.00      1.00
Final Sat.:      1425      1171      254      2850      1425      1425      1425      3948      327      1425      2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09      0.33      0.33      0.14      0.27      0.15      0.20      0.38      0.38      0.06      0.36      0.21
Crit Volume:      471      195      281      514
Crit Moves:      ****      ****      ****      ****
*****

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

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*****
Intersection #119 Sale Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.539
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Sale Ave          Ventura Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             31    5    48        50    2    28        34 1042    7    23 1876    45
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          31    5    48        50    2    28        34 1042    7    23 1876    45
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           31    5    48        50    2    28        34 1042    7    23 1876    45
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          31    5    48        50    2    28        34 1042    7    23 1876    45
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          31    5    48        50    2    28        34 1042    7    23 1876    45
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.37 0.06  0.57    0.96 0.04  1.00    1.00 2.98  0.02    1.00 2.93  0.07
Final Sat.:           554   89   857    1442  58  1500    1500 4470   30    1500 4395  105
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06    0.03 0.03  0.02    0.02 0.23  0.23    0.02 0.43  0.43
Crit Volume:           84          50          34          640
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #120
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.953
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      0 1 0 1 0      1 1 0 0 1      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      190 875      8      22 593      664      610 79      152      17 51      53
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      190 875      8      22 593      664      610 79      152      17 51      53
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      190 875      8      22 593      664      610 79      152      17 51      53
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      190 875      8      22 593      664      610 79      152      17 51      53
PCE Adj:      1.00 1.00      1.00      4.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      190 875      8      88 593      664      671 79      152      17 51      53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 1.98      0.02      0.03 0.98      0.99      1.79 0.21      1.00      0.14 0.42      0.44
Final Sat.:      1425 2824      26      52 1391      1407      2550 300      1425      200 601      624
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.13 0.31      0.31      0.43 0.43      0.47      0.26 0.26      0.11      0.08 0.08      0.08
Crit Volume:      190          672      375          121
Crit Moves:      ****          ****      ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #121 Fallbrook Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.276
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Fallbrook Ave          Ventura Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Prot+Permit          Permitted
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  1  0  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             48  743  159          430  232  472          158  429  40          237  983  674
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          48  743  159          430  232  472          158  429  40          237  983  674
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           48  743  159          430  232  472          158  429  40          237  983  674
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          48  743  159          430  232  472          158  429  40          237  983  674
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          48  743  159          473  232  472          158  429  40          237  983  674
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.65  0.35          1.34 0.66  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          1375 2265  485          1845 905  1375          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.33  0.33          0.26 0.26  0.34          0.11 0.16  0.03          0.17 0.36  0.49
Crit Volume:          451                      472          158                      674
Crit Moves:           ****                      ****          ****                      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #122 Woodlake Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.876
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              D
*****
Street Name:          Woodlake Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Prot+Permit
Rights:                Include              Include              Include              Include
Min. Green:            0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                 0      1      0      0      1      1      0      0      1      0      1      0      2      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:              31      145      84          88      110      40          49      423      34      667      592      95
Growth Adj:            1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:           31      145      84          88      110      40          49      423      34      667      592      95
User Adj:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:               1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:            31      145      84          88      110      40          49      423      34      667      592      95
Reduct Vol:            0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:           31      145      84          88      110      40          49      423      34      667      592      95
PCE Adj:               1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:               1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:           31      145      84          88      110      40          49      423      34      667      592      95
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375      1375      1375          1375      1375      1375          1375      1375      1375      1375      1375      1375
Adjustment:            1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00
Lanes:                 0.18      0.82      1.00          1.00      0.73      0.27          1.00      2.00      1.00      1.00      2.00      1.00
Final Sat.:            242      1133      1375          1375      1008      367          1375      2750      1375      1375      2750      1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.13      0.13      0.06          0.06      0.11      0.11          0.04      0.15      0.02      0.49      0.22      0.07
Crit Volume:           176          150          212          667
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #123 Tampa Ave / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.878
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              D
*****
Street Name:          Tampa Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Prot+Permit      Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  0  1  0      2  0  1  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              39  105    47    506  150    188    134  1492    59    31  976    324
Growth Adj:            1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
Initial Bse:           39  105    47    506  150    188    134  1492    59    31  976    324
User Adj:              1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
PHF Adj:               1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
PHF Volume:           39  105    47    506  150    188    134  1492    59    31  976    324
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          39  105    47    506  150    188    134  1492    59    31  976    324
PCE Adj:              1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
MLF Adj:              1.00  1.00    1.00    1.10  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
FinalVolume:          39  105    47    557  150    188    134  1492    59    31  976    324
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375  1375    1375    1375  1375    1375    1375  1375    1375    1375  1375    1375
Adjustment:           1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
Lanes:               1.00  0.69    0.31    2.00  1.00    1.00    1.00  2.00    1.00    1.00  2.00    1.00
Final Sat.:          1375    950    425    2750  1375    1375    1375  2750    1375    1375  2750    1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03  0.11    0.11    0.20  0.11    0.14    0.10  0.54    0.04    0.02  0.35    0.24
Crit Volume:                152    278                746                31
Crit Moves:                ****      ****                ****      ****
*****

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Future NP PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #124 Tampa Ave / Ventura Fwy 101 EB offramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.553
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Street Name:          Tampa Ave          Ventura Fwy 101 EB offramp
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    0          0    0    3    0    0          1    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    573          0    675          0    563          0    177          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    573          0    675          0    563          0    177          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    573          0    675          0    563          0    177          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    573          0    675          0    563          0    177          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0    573          0    675          0    563          0    177          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 3.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           0    4275          0    4275          0    1425          0    1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.13 0.00 0.00 0.16 0.00 0.40 0.00 0.12 0.00 0.00 0.00
Crit Volume:          0          225          563          0
Crit Moves:          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #125 Tampa Ave / Ventura Fwy 101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.609
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:          Tampa Ave          Ventura Fwy 101 WB
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  3  0  0      0  0  2  0  1      0  0  0  0  0      1  0  1! 0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             211  875    0      0  522  306      0    0    0      234    0  639
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          211  875    0      0  522  306      0    0    0      234    0  639
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           211  875    0      0  522  306      0    0    0      234    0  639
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          211  875    0      0  522  306      0    0    0      234    0  639
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:          211  875    0      0  522  306      0    0    0      257    0  703
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 3.00  0.00  0.00 2.00  1.00 0.00 0.00  0.00 1.00 0.00  2.00
Final Sat.:           1425 4275    0      0 2850 1425      0    0    0      1425    0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.20  0.00  0.00 0.18  0.21 0.00 0.00  0.00 0.18 0.00  0.25
Crit Volume:          211          306          0          351
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #126 101 Ventura Fwy EB and Vanalden / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.794
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        90          Level Of Service:          C
*****
Street Name: 101 Ventura Fwy EB and Vanalden          Ventura Blvd
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:      Permitted          Permitted          Protected          Protected
Rights:      Include          Include          Include          Include
Min. Green:    0    0    0          0    0    0          0    0    0          0    0    0
Lanes:        0    1    0    1    0          0    0    0    0    0          2    0    2    0    1          1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:      126    163    106          0    0    0          488    1466    121          95    1332    73
Growth Adj:    1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:    126    163    106          0    0    0          488    1466    121          95    1332    73
User Adj:      1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:      1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:    126    163    106          0    0    0          488    1466    121          95    1332    73
Reduct Vol:    0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:    126    163    106          0    0    0          488    1466    121          95    1332    73
PCE Adj:      1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:      1.00    1.00    1.00          1.00    1.00    1.00          1.10    1.00    1.00          1.00    1.00    1.00
FinalVolume:    126    163    106          0    0    0          537    1466    121          95    1332    73
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425    1425    1425          1425    1425    1425          1425    1425    1425          1425    1425    1425
Adjustment:    1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:        0.64    0.82    0.54          0.00    0.00    0.00          2.00    2.00    1.00          1.00    2.00    1.00
Final Sat.:    909    1176    765          0    0    0          2850    2850    1425          1425    2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.14    0.14    0.14          0.00    0.00    0.00          0.19    0.51    0.08          0.07    0.47    0.05
Crit Volume:    197          0          268          666
Crit Moves:      ****          ****          ****
*****

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*****
Intersection #127 Victory Blvd/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.864
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        136          Level Of Service:          D
*****
Street Name:          Victory Blvd          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted            Permitted            Protected            Protected
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          0  0  1  0  0          0  0  2  0  1          0  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             313    15    5          0    16    0          0 1803    365          0 1341    0
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          313    15    5          0    16    0          0 1803    365          0 1341    0
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           313    15    5          0    16    0          0 1803    365          0 1341    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          313    15    5          0    16    0          0 1803    365          0 1341    0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          313    15    5          0    16    0          0 1803    365          0 1341    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 1.00 1.00          0.00 1.00 0.00          0.00 2.00 1.00          0.00 2.00 0.00
Final Sat.:           1425 1425 1425          0 1425    0          0 2850 1425          0 2850    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.22 0.01 0.00          0.00 0.01 0.00          0.00 0.63 0.26          0.00 0.47 0.00
Crit Volume:          313          16          902          0
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #128 Corbin Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.066
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Corbin Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              56  834  154          155  478  124          119 1682  37          90 1219  325
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           56  834  154          155  478  124          119 1682  37          90 1219  325
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            56  834  154          155  478  124          119 1682  37          90 1219  325
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           56  834  154          155  478  124          119 1682  37          90 1219  325
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           56  834  154          155  478  124          119 1682  37          90 1219  325
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 1.69  0.31          1.00 1.59  0.41          1.00 1.96  0.04          1.00 1.58  0.42
Final Sat.:            1500 2532  468          1500 2382  618          1500 2935  65          1500 2369  631
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.04 0.33  0.33          0.10 0.20  0.20          0.08 0.57  0.57          0.06 0.51  0.51
Crit Volume:           494          155          860          90
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #129 Tampa Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.106
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Tampa Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Protected        Prot+Permit      Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              175 1063  155    239 745  172    83 1424  57    93 1316  183
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           175 1063  155    239 745  172    83 1424  57    93 1316  183
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:            175 1063  155    239 745  172    83 1424  57    93 1316  183
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:           175 1063  155    239 745  172    83 1424  57    93 1316  183
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:           175 1063  155    239 745  172    83 1424  57    93 1316  183
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 2.00  1.00    1.00 2.00  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           1425 2850  1425    1425 2850  1425    1425 2850  1425    1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.37  0.11    0.17 0.26  0.12    0.06 0.50  0.04    0.07 0.46  0.13
Crit Volume:           532          239          712          93
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #130
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.169
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      1 0 2 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      70      52      37      44      83      275      191 1199      77      73 1217      46
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      70      52      37      44      83      275      191 1199      77      73 1217      46
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      70      52      37      44      83      275      191 1199      77      73 1217      46
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      70      52      37      44      83      275      191 1199      77      73 1217      46
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      70      52      37      44      83      275      191 1199      77      73 1217      46
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.94 0.06 1.00 1.00 1.00
Final Sat.:      1500 3000 1500 1500 3000 1500 1500 1409      91 1500 1500 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.05 0.02 0.02 0.03 0.03 0.18 0.13 0.85 0.85 0.05 0.81 0.03
Crit Volume:      70          275      191          1217
Crit Moves:      ****          ****      ****          ****
*****

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*****
Intersection #131
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.801
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        94          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Prot+Permit
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      2 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      105 1002      430      518 944      140      83 492      93      136 390      273
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      105 1002      430      518 944      140      83 492      93      136 390      273
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      105 1002      430      518 944      140      83 492      93      136 390      273
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      105 1002      430      518 944      140      83 492      93      136 390      273
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      105 1002      430      570 944      140      83 492      93      136 390      273
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.00      1.00      2.00 2.00      1.00      1.00 2.52      0.48      1.00 2.00      1.00
Final Sat.:      1425 2850      1425      2850 2850      1425      1425 3595      680      1425 2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.07 0.35      0.30      0.20 0.33      0.10      0.06 0.14      0.14      0.10 0.14      0.19
Crit Volume:      501      285      83      273
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #132
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.671
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 2 0 0      0 0 3 0 0      1 0 1! 0 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1302      0 0 1403      0 451 0 380      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 1302      0 0 1403      0 451 0 380      0 0 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 1302      0 0 1403      0 451 0 380      0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 1302      0 0 1403      0 451 0 380      0 0 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.10  1.00 1.00 1.00
FinalVolume:  0 1302      0 0 1403      0 496 0 418      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 2.00 0.00  0.00 3.00 0.00  1.63 xxxx 1.37  0.00 0.00 0.00
Final Sat.:  0 2850      0 0 4275      0 2320 0 1955      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.46 0.00  0.00 0.33 0.00  0.21 0.00 0.21  0.00 0.00 0.00
Crit Volume:  651      0      305      0
Crit Moves:   ****      ****      ****
*****

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

```

*****
Intersection #133
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.675
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      2 0 2 0 0      0 0 3 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      488 1209      0 0 951 312      0 0 0      452 1 523
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      488 1209      0 0 951 312      0 0 0      452 1 523
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      488 1209      0 0 951 312      0 0 0      452 1 523
Reduct Vol:      0 0 0      0 0 0 0      0 0 0      0 0 0
Reduced Vol:      488 1209      0 0 951 312      0 0 0      452 1 523
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume:      537 1209      0 0 951 312      0 0 0      497 1 575
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      2.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.39 0.01 1.60
Final Sat.:      2850 2850      0 0 4275 1425      0 0 0      1980 4 2291
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.19 0.42 0.00 0.00 0.22 0.22 0.00 0.00 0.00 0.25 0.25 0.25
Crit Volume:      605          317          0          358
Crit Moves:      ****          ****
*****

```

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City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #134
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.598
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 0 0 0      0 0 0 0 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      0 0 0 0      0 921 852      0 737 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0      0 0 0 0      0 921 852      0 737 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0      0 0 0 0      0 921 852      0 737 0
Reduct Vol: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol: 0 0 0 0      0 0 0 0      0 921 852      0 737 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0      0 0 0 0      0 921 852      0 737 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0      0 0 0 0      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.32 0.60 0.00 0.26 0.00
Crit Volume: 0 0 0 0      0 0 0 0      852 0
Crit Moves: *****
*****

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

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*****
Intersection #135 Canoga Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.824
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        82          Level Of Service:          D
*****
Street Name:          Canoga Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             49  670  349          222  598          11          13  608          69  201  607  174
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          49  670  349          222  598          11          13  608          69  201  607  174
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           49  670  349          222  598          11          13  608          69  201  607  174
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          49  670  349          222  598          11          13  608          69  201  607  174
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          49  670  349          222  598          11          13  608          69  201  607  174
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 1.32  0.68          1.00 1.96  0.04          1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 1973  1027          1500 2946          54          1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.34  0.34          0.15 0.20  0.20          0.01 0.20  0.05  0.13 0.20  0.12
Crit Volume:           510          222          304          201
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #136 De Soto Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.886
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          De Soto Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Prot+Permit          Prot+Permit          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             71 1497  128          100 1405  308          273 1152  130          110 724  187
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          71 1497  128          100 1405  308          273 1152  130          110 724  187
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           71 1497  128          100 1405  308          273 1152  130          110 724  187
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          71 1497  128          100 1405  308          273 1152  130          110 724  187
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          71 1497  128          100 1405  308          273 1152  130          110 724  187
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.76  0.24          1.00 2.46  0.54          1.00 2.70  0.30          1.00 2.38  0.62
Final Sat.:           1375 3800  325          1375 3383  742          1375 3707  418          1375 3278  847
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.39  0.39          0.07 0.42  0.42          0.20 0.31  0.31          0.08 0.22  0.22
Crit Volume:          71          571  273          304
Crit Moves:          ****          ****  ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #137 Topanga Canyon Blvd/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.005
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Parthenia St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Ignore          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  2  0  1          1  0  1  1  0          0  0  0  0  1          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1927    633    244 1878    21          0    0    8    371    24    258
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          0 1927    633    244 1878    21          0    0    8    371    24    258
User Adj:             1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           0 1927    0    244 1878    21          0    0    8    371    24    258
Reduct Vol:           0    0    0          0    0    0          0    0    0    0    0    0
Reduced Vol:          0 1927    0    244 1878    21          0    0    8    371    24    258
PCE Adj:              1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:          0 1927    0    244 1878    21          0    0    8    408    24    258
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                0.00 2.00    1.00    1.00 1.98    0.02    0.00 0.00    1.00    1.89 0.11    1.00
Final Sat.:           0 2850    1425    1425 2818    32          0    0    1425    2692 158    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.68    0.00    0.17 0.67    0.67    0.00 0.00    0.01    0.15 0.15    0.18
Crit Volume:          963          244          8          216
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #138 Canoga Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.968
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Parthenia St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  0  1        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             42  955  409        167  676  52          41  717  66          245  584  85
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          42  955  409        167  676  52          41  717  66          245  584  85
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           42  955  409        167  676  52          41  717  66          245  584  85
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          42  955  409        167  676  52          41  717  66          245  584  85
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          42  955  409        167  676  52          41  717  66          245  584  85
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 1.40  0.60        1.00 1.86  0.14        1.00 2.00  1.00        1.00 1.75  0.25
Final Sat.:           1500 2100  900        1500 2786  214        1500 3000  1500        1500 2619  381
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.45  0.45        0.11 0.24  0.24        0.03 0.24  0.04        0.16 0.22  0.22
Crit Volume:          682          167          359          245
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #139 De Soto Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.885
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       126          Level Of Service:          D
*****
Street Name:          De Soto Ave          Parthenia St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             69 1464  152          157 1389  135          176 871   64          165 699  153
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          69 1464  152          157 1389  135          176 871   64          165 699  153
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           69 1464  152          157 1389  135          176 871   64          165 699  153
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          69 1464  152          157 1389  135          176 871   64          165 699  153
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          69 1464  152          157 1389  135          176 871   64          165 699  153
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.72  0.28          1.00 2.73  0.27          1.00 1.86  0.14          1.00 1.64  0.36
Final Sat.:          1500 4077  423          1500 4101  399          1500 2795  205          1500 2461  539
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.36  0.36          0.10 0.34  0.34          0.12 0.31  0.31          0.11 0.28  0.28
Crit Volume:          539          157          468          165
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #140 Fallbrook Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.064
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Fallbrook Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              197  113  482          179  258  48          38  745  135          482  724  50
Growth Adj:            1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:           197  113  482          179  258  48          38  745  135          482  724  50
User Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           197  113  482          179  258  48          38  745  135          482  724  50
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          197  113  482          179  258  48          38  745  135          482  724  50
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          197  113  482          179  258  48          38  745  135          482  724  50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425  1425  1425          1425  1425  1425          1425  1425  1425          1425  1425  1425
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:               1.00  2.00  1.00          1.00  2.00  1.00          1.00  2.00  1.00          1.00  2.00  1.00
Final Sat.:          1425  2850  1425          1425  2850  1425          1425  2850  1425          1425  2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14  0.04  0.34          0.13  0.09  0.03          0.03  0.26  0.09          0.34  0.25  0.04
Crit Volume:          482    179          372    482
Crit Moves:           ****    ****          ****    ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #141 Shoup Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.892
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        133          Level Of Service:          D
*****
Street Name:          Shoup Ave          Roscoe Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  0  1      1  0  0  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             151  175  371      15  123  24      22 1247  83  328 991  17
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          151  175  371      15  123  24      22 1247  83  328 991  17
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           151  175  371      15  123  24      22 1247  83  328 991  17
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          151  175  371      15  123  24      22 1247  83  328 991  17
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:          151  175  371      15  123  24      22 1247  83  328 991  17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500  1500 1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.00  1.00      1.00 0.84  0.16  1.00 2.00  1.00 1.00 2.00  1.00
Final Sat.:           1500 1500  1500      1500 1255  245  1500 3000  1500 1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.12  0.25  0.01 0.10  0.10  0.01 0.42  0.06  0.22 0.33  0.01
Crit Volume:          371    15          624    328
Crit Moves:           ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #142 Canoga Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.871
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        112          Level Of Service:          D
*****
Street Name:          Canoga Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             51 1130    200    139 957    88    91 1173    134    167 873    113
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          51 1130    200    139 957    88    91 1173    134    167 873    113
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           51 1130    200    139 957    88    91 1173    134    167 873    113
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          51 1130    200    139 957    88    91 1173    134    167 873    113
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          51 1130    200    139 957    88    91 1173    134    167 873    113
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.69    0.31    1.00 3.00    1.00
Final Sat.:           1500 3000    1500    1500 3000    1500    1500 4039    461    1500 4500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.38    0.13    0.09 0.32    0.06    0.06 0.29    0.29    0.11 0.19    0.08
Crit Volume:          565          139          436          167
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #143 De Soto Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.820
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        127          Level Of Service:          D
*****
Street Name:          De Soto Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  2  1  0          2  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             218 1446   125   176 1202   138   284 1257   24   68  945   107
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          218 1446   125   176 1202   138   284 1257   24   68  945   107
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           218 1446   125   176 1202   138   284 1257   24   68  945   107
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          218 1446   125   176 1202   138   284 1257   24   68  945   107
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          240 1446   125   194 1202   138   312 1257   24   75  945   107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                2.00 2.76   0.24   2.00 2.69   0.31   2.00 2.94   0.06   2.00 2.69   0.31
Final Sat.:           2750 3797   328   2750 3700   425   2750 4048   77   2750 3705   420
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.38   0.38   0.07 0.32   0.32   0.11 0.31   0.31   0.03 0.26   0.26
Crit Volume:          524    97          156
Crit Moves:           ****    ****          ****
*****

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*****
Intersection #144 Mason Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.825
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        82          Level Of Service:          D
*****
Street Name:          Mason Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             112  927    91    145 1023    119    162 1271    124    89  999    107
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          112  927    91    145 1023    119    162 1271    124    89  999    107
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           112  927    91    145 1023    119    162 1271    124    89  999    107
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          112  927    91    145 1023    119    162 1271    124    89  999    107
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          112  927    91    145 1023    119    162 1271    124    89  999    107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 1.82    0.18    1.00 1.79    0.21    1.00 2.73    0.27    1.00 2.71    0.29
Final Sat.:           1500 2732    268    1500 2687    313    1500 4100    400    1500 4065    435
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.34    0.34    0.10 0.38    0.38    0.11 0.31    0.31    0.06 0.25    0.25
Crit Volume:          112          571          465          89
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #145 Winnetka Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.910
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  2  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             151  979  137        170 1026  114        133 1172  116        162 985  147
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          151  979  137        170 1026  114        133 1172  116        162 985  147
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           151  979  137        170 1026  114        133 1172  116        162 985  147
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          151  979  137        170 1026  114        133 1172  116        162 985  147
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          151  979  137        170 1026  114        133 1172  116        162 985  147
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375        1375 1375  1375        1375 1375  1375        1375 1375  1375
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 2.00  1.00        1.00 2.00  1.00        1.00 2.73  0.27        1.00 2.61  0.39
Final Sat.:           1375 2750  1375        1375 2750  1375        1375 3753  372        1375 3589  536
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.36  0.10        0.12 0.37  0.08        0.10 0.31  0.31        0.12 0.27  0.27
Crit Volume:          489          170          429          162
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #146 Fallbrook Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.631
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            167  748  154          89  771  36          55  383  109          202  465  55
Growth Adj:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:         167  748  154          89  771  36          55  383  109          202  465  55
User Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:          167  748  154          89  771  36          55  383  109          202  465  55
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         167  748  154          89  771  36          55  383  109          202  465  55
PCE Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:         167  748  154          89  771  36          55  383  109          202  465  55
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:              1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.79  0.21
Final Sat.:         1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 2683  317
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.11 0.25  0.10          0.06 0.26  0.02          0.04 0.13  0.07          0.13 0.17  0.17
Crit Volume:         167          386          192          202
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #147 Shoup Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.576
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          Shoup Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             150  756  206      58  466  42      33  530  72      163  556  58
Growth Adj:           1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
Initial Bse:          150  756  206      58  466  42      33  530  72      163  556  58
User Adj:             1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
PHF Volume:           150  756  206      58  466  42      33  530  72      163  556  58
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          150  756  206      58  466  42      33  530  72      163  556  58
PCE Adj:              1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
FinalVolume:          150  756  206      58  466  42      33  530  72      163  556  58
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:           1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
Lanes:                1.00  2.00  1.00      1.00  1.83  0.17      1.00  2.00  1.00      1.00  2.00  1.00
Final Sat.:           1500 3000  1500      1500 2752  248      1500 3000  1500      1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.25  0.14      0.04 0.17  0.17      0.02 0.18  0.05      0.11 0.19  0.04
Crit Volume:          378          58          265          163
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #148 Mason Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.991
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Mason Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             112  988  121    135  791  176    165 1275  102    108  936  123
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          112  988  121    135  791  176    165 1275  102    108  936  123
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           112  988  121    135  791  176    165 1275  102    108  936  123
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          112  988  121    135  791  176    165 1275  102    108  936  123
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          112  988  121    135  791  176    165 1275  102    108  936  123
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 1.78  0.22    1.00 1.64  0.36    1.00 1.85  0.15    1.00 1.77  0.23
Final Sat.:           1500 2673  327    1500 2454  546    1500 2778  222    1500 2652  348
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.37  0.37    0.09 0.32  0.32    0.11 0.46  0.46    0.07 0.35  0.35
Crit Volume:          555    135          689    108
Crit Moves:          ****    ****          ****    ****
*****

```

Future NP PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #149 Winnetka Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.958
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             131 1051  127  156  951  168  124 1217  98  98  899  127
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          131 1051  127  156  951  168  124 1217  98  98  899  127
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           131 1051  127  156  951  168  124 1217  98  98  899  127
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          131 1051  127  156  951  168  124 1217  98  98  899  127
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          131 1051  127  156  951  168  124 1217  98  98  899  127
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.85  0.15  1.00 1.75  0.25
Final Sat.:           1500 3000  1500  1500 3000  1500  1500 2776  224  1500 2629  371
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.35  0.08  0.10 0.32  0.11  0.08 0.44  0.44  0.07 0.34  0.34
Crit Volume:          526          156          658          98
Crit Moves:           ****          ****          ****          ****
*****

```

Future NP PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #150 Fallbrook Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.793
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             167  953  219          79  914  158          157  767  245          182  598  105
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          167  953  219          79  914  158          157  767  245          182  598  105
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           167  953  219          79  914  158          157  767  245          182  598  105
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          167  953  219          79  914  158          157  767  245          182  598  105
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          167  953  219          79  914  158          157  767  245          182  598  105
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.32  0.15          0.05 0.30  0.11          0.10 0.26  0.16          0.12 0.20  0.07
Crit Volume:          167          457          384          182
Crit Moves:          ****          ****          ****          ****
*****

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Future NP PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #151 Winnetka Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.201
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              135 1157  173          259 900  150          190 1583  138          154 1062  208
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           135 1157  173          259 900  150          190 1583  138          154 1062  208
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           135 1157  173          259 900  150          190 1583  138          154 1062  208
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          135 1157  173          259 900  150          190 1583  138          154 1062  208
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          135 1157  173          259 900  150          190 1583  138          154 1062  208
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.74  0.26          1.00 1.71  0.29          1.00 2.76  0.24          1.00 2.51  0.49
Final Sat.:          1375 2392  358          1375 2357  393          1375 3794  331          1375 3449  676
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.48  0.48          0.19 0.38  0.38          0.14 0.42  0.42          0.11 0.31  0.31
Crit Volume:          665          259          574          154
Crit Moves:           ****          ****          ****          ****
*****

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Future NP PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #152 Woodlake Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.267
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0          0    1    0    1    0          0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             100  140    60          22  111    50          19  217    43          60  288    29
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          100  140    60          22  111    50          19  217    43          60  288    29
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           100  140    60          22  111    50          19  217    43          60  288    29
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          100  140    60          22  111    50          19  217    43          60  288    29
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          2.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          100  140    60          22  111    50          38  217    43          60  288    29
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.67 0.93  0.40          0.24 1.21  0.55          0.15 1.56  0.29          0.32 1.53  0.15
Final Sat.:           1000 1400    600          361 1820    820          219 2348    433          477 2292    231
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.10  0.10          0.06 0.06  0.06          0.09 0.09  0.10          0.13 0.13  0.13
Crit Volume:          100          92          149    60
Crit Moves:          ****          ****          ****    ****
*****

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Future WP Unmitigated AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

Scenario: Scenario Report
Future With Project-Unmitigated AM

Command: Exist AM
Volume: Future WP - No Bridge - AM
Geometry: Future Base - No Bridge
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Future WP Unmitigated AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #1 Vanowen/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.820
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        103          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             72  769  135          117 1618          83    88  801          82  114  731  151
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          72  769  135          117 1618          83    88  801          82  114  731  151
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           72  769  135          117 1618          83    88  801          82  114  731  151
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          72  769  135          117 1618          83    88  801          82  114  731  151
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          72  769  135          117 1618          83    88  801          82  114  731  151
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.85  0.15          1.00 2.00  1.00          1.00 1.66  0.34
Final Sat.:           1425 2850  1425          1425 4066          209  1425 2850  1425          1425 2362  488
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.27  0.09          0.08 0.40  0.40          0.06 0.28  0.06          0.08 0.31  0.31
Crit Volume:          72          567    88          441
Crit Moves:          ****          ****    ****          ****
*****

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Future WP Unmitigated AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #2 Vanowen/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.935
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             67  876  115          132 1024          92  119  880  126  383  680  190
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
Initial Bse:          67  876  115          132 1024          92  119  880  126  383  680  190
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
PHF Volume:           67  876  115          132 1024          92  119  880  126  383  680  190
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          67  876  115          132 1024          92  119  880  126  383  680  190
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
Final Volume:         67  876  115          132 1024          92  119  880  126  383  680  190
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500  1500 1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00
Lanes:                1.00 3.00  1.00          1.00 2.00  1.00  1.00 2.00  1.00 1.00  2.00  1.00
Final Sat.:           1500 4500  1500          1500 3000  1500  1500 3000  1500 1500  3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.19  0.08  0.09 0.34  0.06  0.08 0.29  0.08  0.26 0.23  0.13
Crit Volume:          67          512          440          383
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Unmitigated AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #3 Vanowen/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.913
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  3  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             52  921  111          118 1417  196          120 1020  85          219 1153  160
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          52  921  111          118 1417  196          120 1020  85          219 1153  160
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           52  921  111          118 1417  196          120 1020  85          219 1153  160
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          52  921  111          118 1417  196          120 1020  85          219 1153  160
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          52  921  111          118 1417  196          120 1020  85          219 1153  160
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.68  0.32          1.00 3.00  1.00          1.00 2.00  1.00          1.00 1.76  0.24
Final Sat.:           1425 3815  460          1425 4275  1425          1425 2850  1425          1425 2503  347
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.24  0.24          0.08 0.33  0.14          0.08 0.36  0.06          0.15 0.46  0.46
Crit Volume:          52          472          120          657
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Unmitigated AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #4 Victory/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.851
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        153          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             137  854  214          177 1497  106          69  952  123          255  705  115
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          137  854  214          177 1497  106          69  952  123          255  705  115
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           137  854  214          177 1497  106          69  952  123          255  705  115
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          137  854  214          177 1497  106          69  952  123          255  705  115
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          137  854  214          177 1497  106          76  952  123          281  705  115
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.40  0.60          1.00 2.80  0.20          2.00 2.66  0.34          2.00 2.58  0.42
Final Sat.:           1375 3298  827          1375 3852  273          2750 3653  472          2750 3546  579
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.26  0.26          0.13 0.39  0.39          0.03 0.26  0.26          0.10 0.20  0.20
Crit Volume:          137          534          358          140
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #5 Victory/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.785
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86          Level Of Service:          C
*****
Street Name:          Canoga Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             110  987  117          162 1215  121          128 1166  238          237 1484  63
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          110  987  117          162 1215  121          128 1166  238          237 1484  63
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           110  987  117          162 1215  121          128 1166  238          237 1484  63
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          110  987  117          162 1215  121          128 1166  238          237 1484  63
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          110  987  117          162 1215  121          128 1166  238          237 1484  63
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.68  0.32          1.00 2.73  0.27          1.00 3.32  0.68          1.00 3.84  0.16
Final Sat.:           1425 3822  453          1425 3888  387          1425 4734  966          1425 5468  232
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.26  0.26          0.11 0.31  0.31          0.09 0.25  0.25          0.17 0.27  0.27
Crit Volume:          368          162          351          237
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #6 Victory/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.997
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl          Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          2  0  3  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              94  756  173          89 1496  330          105 1295  64  596 1857  119
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           94  756  173          89 1496  330          105 1295  64  596 1857  119
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           94  756  173          89 1496  330          105 1295  64  596 1857  119
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          94  756  173          89 1496  330          105 1295  64  596 1857  119
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00 1.10 1.00  1.00
Final Volume:         94  756  173          89 1496  330          116 1295  64  656 1857  119
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Lanes:               1.00 2.44  0.56          1.00 2.46  0.54          2.00 3.81  0.19 2.00 3.00  1.00
Final Sat.:          1375 3357  768          1375 3380  745          2750 5241  259 2750 4125  1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.23  0.23          0.06 0.44  0.44          0.04 0.25  0.25 0.24 0.45  0.09
Crit Volume:          94          609          340  328
Crit Moves:          ****          ****          ****  ****
*****

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*****
Intersection #7 Erwin/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.701
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             150 1026   192   165 1503   71    95 399   197   79 188   35
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          150 1026   192   165 1503   71    95 399   197   79 188   35
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           150 1026   192   165 1503   71    95 399   197   79 188   35
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          150 1026   192   165 1503   71    95 399   197   79 188   35
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          150 1026   192   165 1503   71    95 399   197   79 188   35
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.53   0.47   1.00 2.86   0.14   1.00 1.34   0.66   1.00 1.69   0.31
Final Sat.:           1500 3791   709   1500 4297   203   1500 2008   992   1500 2529   471
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.27   0.27   0.11 0.35   0.35   0.06 0.20   0.20   0.05 0.07   0.07
Crit Volume:          150          525          298          79
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #8 Erwin/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.753
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             125  325  128          121  698  300          205  507  124          70  452  149
Growth Adj:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:          125  325  128          121  698  300          205  507  124          70  452  149
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           125  325  128          121  698  300          205  507  124          70  452  149
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          125  325  128          121  698  300          205  507  124          70  452  149
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Final Volume:         125  325  128          121  698  300          205  507  124          70  452  149
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500          1500  1500  1500          1500  1500  1500          1500  1500  1500
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:               1.00  1.43  0.57          1.00  1.40  0.60          1.00  1.61  0.39          1.00  1.50  0.50
Final Sat.:          1500  2152  848          1500  2098  902          1500  2410  590          1500  2256  744
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08  0.15  0.15          0.08  0.33  0.33          0.14  0.21  0.21          0.05  0.20  0.20
Crit Volume:          125          499          205          301
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #9 Erwin/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.697
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          Canoga Ave          Erwin St
Approach:              North Bound        South Bound        East Bound        West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Prot+Permit        Permitted
Rights:                Include            Include            Include            Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0        1  0  2  1  0        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              119 1061    69    120 1368    298    134 288    149    44 218    152
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           119 1061    69    120 1368    298    134 288    149    44 218    152
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           119 1061    69    120 1368    298    134 288    149    44 218    152
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          119 1061    69    120 1368    298    134 288    149    44 218    152
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:          119 1061    69    120 1368    298    134 288    149    44 218    152
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.82    0.18    1.00 2.46    0.54    1.00 1.32    0.68    1.00 1.18    0.82
Final Sat.:           1425 4014    261    1425 3510    765    1425 1878    972    1425 1679    1171
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.26    0.26    0.08 0.39    0.39    0.09 0.15    0.15    0.03 0.13    0.13
Crit Volume:          119          555    134          185
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #10 Erwin/Variel
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.489
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Variel Ave          Erwin St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              50  178    77          71  429    257    126  194    75    32  343    87
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           50  178    77          71  429    257    126  194    75    32  343    87
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           50  178    77          71  429    257    126  194    75    32  343    87
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          50  178    77          71  429    257    126  194    75    32  343    87
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Final Volume:         50  178    77          71  429    257    126  194    75    32  343    87
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:               1.00 1.40  0.60    1.00 1.25  0.75    1.00 1.44  0.56    1.00 1.60  0.40
Final Sat.:          1500 2094  906    1500 1876  1124    1500 2164  836    1500 2393  607
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.08  0.09    0.05 0.23  0.23    0.08 0.09  0.09    0.02 0.14  0.14
Crit Volume:          50          343          126          215
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #11 Erwin/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.769
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Street Name:          De Soto Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1! 0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             165 1437          5    24 2211          202    45    2    184          20    11    25
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          165 1437          5    24 2211          202    45    2    184          20    11    25
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           165 1437          5    24 2211          202    45    2    184          20    11    25
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          165 1437          5    24 2211          202    45    2    184          20    11    25
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.10          1.00 1.00 1.00
Final Volume:         165 1437          5    24 2211          202    50    2    202          20    11    25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.99          0.01 1.00 2.75          0.25 1.00 0.02          1.98 1.00 1.00
Final Sat.:           1425 4260          15    1425 3917          358 1425    28 2822          1425 1425 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.34          0.34 0.02 0.56          0.56 0.03 0.07          0.07 0.01 0.01          0.02
Crit Volume:          165          804          102          25
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #12 Oxnard/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.794
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        90          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             114 1255    332    115 1462    52    54  578    232    198  255    61
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          114 1255    332    115 1462    52    54  578    232    198  255    61
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           114 1255    332    115 1462    52    54  578    232    198  255    61
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          114 1255    332    115 1462    52    54  578    232    198  255    61
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          114 1255    332    115 1462    52    54  578    232    198  255    61
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.37    0.63    1.00 2.90    0.10    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           1425 3381    894    1425 4128    147    1425 2850    1425    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.37    0.37    0.08 0.35    0.35    0.04 0.20    0.16    0.14 0.09    0.04
Crit Volume:          529    115          289    198
Crit Moves:           ****    ****          ****    ****
*****

```


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```

*****
Intersection #13 Oxnard/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.662
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Street Name:          Canoga Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             143 1204    120          140 1212    118          95  497    122          158  486    78
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          143 1204    120          140 1212    118          95  497    122          158  486    78
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           143 1204    120          140 1212    118          95  497    122          158  486    78
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          143 1204    120          140 1212    118          95  497    122          158  486    78
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          143 1204    120          140 1212    118          95  497    122          158  486    78
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.73    0.27          1.00 2.73    0.27          1.00 2.00    1.00          1.00 1.72    0.28
Final Sat.:           1500 4092    408          1500 4101    399          1500 3000    1500          1500 2585    415
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.29    0.29          0.09 0.30    0.30          0.06 0.17    0.08          0.11 0.19    0.19
Crit Volume:          143          443          249          158
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #14 Oxnard/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.928
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  2  1  0      1  0  2  1  0      1  0  1  0  1      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                119 1450      31      45 2294      243      57 149      87      279 442      60
Growth Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:              119 1450      31      45 2294      243      57 149      87      279 442      60
User Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:              119 1450      31      45 2294      243      57 149      87      279 442      60
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:             119 1450      31      45 2294      243      57 149      87      279 442      60
PCE Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:             119 1450      31      45 2294      243      57 149      87      279 442      60
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                   1.00 2.94      0.06      1.00 2.71      0.29      1.00 1.00      1.00      1.00 1.76      0.24
Final Sat.:              1500 4406      94      1500 4069      431      1500 1500      1500      1500 2641      359
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.08 0.33      0.33      0.03 0.56      0.56      0.04 0.10      0.06      0.19 0.17      0.17
Crit Volume:             119          846          149          279
Crit Moves:             ****          ****          ****          ****
*****

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*****
Intersection #15 Califa/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.566
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Topanga Cyn Blvd          Califa St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  2  1  0          1  0  3  0  0          0  0  0  0  0          0  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1740    200    117 1805    0    0    0    0    0    0    0    85
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 1740    200    117 1805    0    0    0    0    0    0    0    85
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 1740    200    117 1805    0    0    0    0    0    0    0    85
Reduct Vol:            0    0    0          0    0    0    0    0    0    0    0    0
Reduced Vol:           0 1740    200    117 1805    0    0    0    0    0    0    0    85
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:           0 1740    200    117 1805    0    0    0    0    0    0    0    85
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500    1500    1500 1500    1500 1500 1500 1500 1500 1500 1500
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 2.69    0.31    1.00 3.00    0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.:            0 4036    464    1500 4500    0    0    0    0    0    0    0    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.43    0.43    0.08 0.40    0.00 0.00 0.00 0.00 0.00 0.00 0.06
Crit Volume:           647          117          0          85
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #16 Califa/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.400
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             25  382  152          114  333          28          35  255          48          67  99  135
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          25  382  152          114  333          28          35  255          48          67  99  135
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           25  382  152          114  333          28          35  255          48          67  99  135
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          25  382  152          114  333          28          35  255          48          67  99  135
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          25  382  152          114  333          28          35  255          48          67  99  135
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.43  0.57          1.00 1.84  0.16          1.00 1.68  0.32          1.00 1.00  1.00
Final Sat.:           1500 2146  854          1500 2767  233          1500 2525  475          1500 1500  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.18  0.18          0.08 0.12  0.12          0.02 0.10  0.10          0.04 0.07  0.09
Crit Volume:          267          114          152          67
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #17 Califa/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.636
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Canoga Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             259 1485   135   114 1300   135   73 186   107   30 183   53
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          259 1485   135   114 1300   135   73 186   107   30 183   53
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           259 1485   135   114 1300   135   73 186   107   30 183   53
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          259 1485   135   114 1300   135   73 186   107   30 183   53
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          259 1485   135   114 1300   135   73 186   107   30 183   53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:               1.00 2.75   0.25   1.00 2.72   0.28   1.00 1.00   1.00   1.00 1.55   0.45
Final Sat.:          1500 4125   375   1500 4077   423   1500 1500   1500   1500 2326   674
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.36   0.36   0.08 0.32   0.32   0.05 0.12   0.07   0.02 0.08   0.08
Crit Volume:          259          478          186          30
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #18 Califa/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.868
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        141          Level Of Service:          D
*****
Street Name:          De Soto Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  0          0  0  2  1  0          0  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             279 1609          0          0 2261  264          0    0  116          0    0    0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          279 1609          0          0 2261  264          0    0  116          0    0    0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           279 1609          0          0 2261  264          0    0  116          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          279 1609          0          0 2261  264          0    0  116          0    0    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          279 1609          0          0 2261  264          0    0  116          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 3.00  0.00  0.00 2.69  0.31  0.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:           1425 4275          0          0 3828  447          0    0  1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20 0.38  0.00  0.00 0.59  0.59  0.00 0.00  0.08  0.00 0.00  0.00
Crit Volume:          279          842          116          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #19 Burbank/US-101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.618
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          US-101 WB On-Ramp          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    1    1    0          2    0    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          0    0    0          0    640    133    898    277    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          0    0    0          0    640    133    898    277    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          0    640    133    898    277    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          0    640    133    898    277    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
FinalVolume:           0    0    0          0    0    0          0    640    133    988    277    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.00 1.00 0.00          1.00 1.66 0.34          2.00 1.00 0.00
Final Sat.:            0    0    0          0 1425    0          1425 2360    490          2850 1425    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.00 0.27 0.27          0.35 0.19 0.00
Crit Volume:           0          0          387          494
Crit Moves:
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #20 Burbank/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.912
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Topanga Cyn Blvd          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          1  0  3  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              248 1549    668          87 1209    545          66 385    259    184 439    42
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           248 1549    668          87 1209    545          66 385    259    184 439    42
User Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           248 1549    668          87 1209    545          66 385    259    184 439    42
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          248 1549    668          87 1209    545          66 385    259    184 439    42
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          248 1549    668          87 1209    545          66 385    259    184 439    42
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00          1.00 3.00    1.00          1.00 1.20    0.80    1.00 1.83    0.17
Final Sat.:          1425 4275    1425          1425 4275    1425          1425 1704    1146    1425 2601    249
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.36    0.47          0.06 0.28    0.38          0.05 0.23    0.23    0.13 0.17    0.17
Crit Volume:          248          545          322    184
Crit Moves:          ****          ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #21 Burbank/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.637
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             87    59    38          176  118    274          293  739    84          69  459  144
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          87    59    38          176  118    274          293  739    84          69  459  144
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           87    59    38          176  118    274          293  739    84          69  459  144
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          87    59    38          176  118    274          293  739    84          69  459  144
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         87    59    38          176  118    274          293  739    84          69  459  144
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.61  0.39          1.00 1.00  1.00          1.00 2.00  1.00          1.00 1.52  0.48
Final Sat.:           1500 912  588          1500 1500  1500          1500 3000  1500          1500 2284  716
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06          0.12 0.08  0.18          0.20 0.25  0.06          0.05 0.20  0.20
Crit Volume:          87          274          293          302
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #22 Burbank/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.860
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        133          Level Of Service:          D
*****
Street Name:          Canoga Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permit+Prot          Prot+Permit          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             200 1813    103    187 1158    168    240 522    129    37 319    79
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          200 1813    103    187 1158    168    240 522    129    37 319    79
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           200 1813    103    187 1158    168    240 522    129    37 319    79
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          200 1813    103    187 1158    168    240 522    129    37 319    79
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          200 1813    103    187 1158    168    240 522    129    37 319    79
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.84    0.16    1.00 2.62    0.38    1.00 2.41    0.59    1.00 2.00    1.00
Final Sat.:           1425 4045    230    1425 3733    542    1425 3428    847    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.45    0.45    0.13 0.31    0.31    0.17 0.15    0.15    0.03 0.11    0.06
Crit Volume:          639          187          240          160
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #23 Burbank(N)/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.768
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80          Level Of Service:          C
*****
Street Name:          De Soto Ave          Burbank Blvd (N)
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  0          0  0  2  1  0          2  0  0  0  2          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              223 1590          0          0 1515  767  191  0  112          0  0  0
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
Initial Bse:           223 1590          0          0 1515  767  191  0  112          0  0  0
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
PHF Volume:            223 1590          0          0 1515  767  191  0  112          0  0  0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0  0  0
Reduced Vol:           223 1590          0          0 1515  767  191  0  112          0  0  0
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.10 1.00  1.10 1.00 1.00 1.00
FinalVolume:           223 1590          0          0 1515  767  210  0  123          0  0  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425 1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00
Lanes:                 1.00 3.00  0.00  0.00 2.00  1.00 2.00 0.00  2.00 0.00 0.00 0.00
Final Sat.:            1425 4275          0          0 2850 1425 2850  0  2850          0  0  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.16 0.37  0.00  0.00 0.53  0.54 0.07 0.00  0.04 0.00 0.00 0.00
Crit Volume:           223          767  105          0
Crit Moves:           ****          ****  ****
*****

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*****
Intersection #24 US-101 WB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.651
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Canoga Ave          US-101 WB Off-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  3  0  0          0  0  4  0  0          0  0  0  0  0          1  0  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1022          0    0 1107          0    0    0          486    0 1067
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0 1022          0    0 1107          0    0    0          486    0 1067
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0 1022          0    0 1107          0    0    0          486    0 1067
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 1022          0    0 1107          0    0    0          486    0 1067
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume:           0 1022          0    0 1107          0    0    0          486    0 1174
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 3.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.:            0 4275          0    0 5700          0    0    0          1425    0 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.24 0.00 0.00 0.19 0.00 0.00 0.00 0.00 0.34 0.00 0.41
Crit Volume:           341          0          0          587
Crit Moves:            ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #25 US-101 WB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.795
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          De Soto Ave          US-101 WB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  0          0  0  4  0  1          0  0  0  0  0          1  0  1! 0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              189 1572          0          0 1230  549          0    0    0          160    4    628
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           189 1572          0          0 1230  549          0    0    0          160    4    628
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           189 1572          0          0 1230  549          0    0    0          160    4    628
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          189 1572          0          0 1230  549          0    0    0          160    4    628
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:          189 1572          0          0 1230  549          0    0    0          176    4    691
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  1.00 0.01  1.99
Final Sat.:          1425 2850          0          0 5700 1425          0    0    0          1425    16  2834
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.55  0.00  0.00 0.22  0.39  0.00 0.00  0.00  0.12 0.24  0.24
Crit Volume:          786          308          0          347
Crit Moves:          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #26 US-101 EB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.390
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 EB On-Ramp
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase        Split Phase
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  3  0  1          2  0  2  0  0          0  0  0  0  0          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1027    229    389  780    0    0    0    0    0    0    0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:          0 1027    229    389  780    0    0    0    0    0    0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:           0 1027    229    389  780    0    0    0    0    0    0
Reduct Vol:           0    0    0          0    0    0    0    0    0    0    0
Reduced Vol:          0 1027    229    389  780    0    0    0    0    0    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:              1.00 1.00  1.00  1.10 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Volume:         0 1027    229    428  780    0    0    0    0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                0.00 3.00  1.00  2.00 2.00  0.00 0.00 0.00  0.00 0.00 0.00
Final Sat.:           0 4275  1425  2850 2850    0    0    0    0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.24  0.16  0.15 0.27  0.00 0.00 0.00  0.00 0.00 0.00
Crit Volume:          342          214          0          0
Crit Moves:           ****          ****
*****

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*****
Intersection #27 US-101 EB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.891
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        171          Level Of Service:          D
*****
Street Name:          De Soto Ave          US-101 EB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    3    0    1          2    0    2    0    0          1    1    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    859    129    990    410    0    769    4    439    0    0    0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0    859    129    990    410    0    769    4    439    0    0    0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0    859    129    990    410    0    769    4    439    0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    859    129    990    410    0    769    4    439    0    0    0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:           0    859    129    1089    410    0    846    4    439    0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 3.00 1.00 2.00 2.00 0.00 1.99 0.01 1.00 0.00 0.00 0.00
Final Sat.:            0 4275 1425 2850 2850    0 2837 13 1425    0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.20 0.09 0.38 0.14 0.00 0.30 0.30 0.31 0.00 0.00 0.00
Crit Volume:           286          545          439          0
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #28 Topanga Canyon Blvd/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.886
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        164          Level Of Service:          D
*****
Street Name:          Topanga Canyon Blvd          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              13 1306    273    202 1792    96    94 133    8    213 111    88
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           13 1306    273    202 1792    96    94 133    8    213 111    88
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           13 1306    273    202 1792    96    94 133    8    213 111    88
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13 1306    273    202 1792    96    94 133    8    213 111    88
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          13 1306    273    202 1792    96    94 133    8    213 111    88
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 0.94    0.06    1.00 1.00    1.00
Final Sat.:          1425 2850    1425    1425 2850    1425    1425 1344    81    1425 1425    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.46    0.19    0.14 0.63    0.07    0.07 0.10    0.10    0.15 0.08    0.06
Crit Volume:          13          896          141    213
Crit Moves:          ****          ****          ****    ****
*****

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```

*****
Intersection #29 Topanga Canyon Blvd/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.360
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             148  917  157          131 1240          872  607  945          75  300 1031          65
Growth Adj:           1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          148  917  157          131 1240          872  607  945          75  300 1031          65
User Adj:             1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           148  917  157          131 1240          872  607  945          75  300 1031          65
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          148  917  157          131 1240          872  607  945          75  300 1031          65
PCE Adj:              1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00          1.00 1.10 1.00          1.00 1.10 1.00
FinalVolume:          148  917  157          131 1240          872  668  945          75  330 1031          65
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:           1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.00  1.00          1.00 2.00          1.00 2.00 2.00          1.00 2.00 2.00
Final Sat.:           1375 2750 1375          1375 2750          1375 2750 2750          1375 2750 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.33  0.11          0.10 0.45          0.63 0.24 0.34          0.05 0.12 0.37          0.05
Crit Volume:          148          872          334          516
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #30 Topanga Canyon Blvd/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.032
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              107  941  128          130 1667  148          63  859  75          63  665  108
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           107  941  128          130 1667  148          63  859  75          63  665  108
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           107  941  128          130 1667  148          63  859  75          63  665  108
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          107  941  128          130 1667  148          63  859  75          63  665  108
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          107  941  128          130 1667  148          63  859  75          63  665  108
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.84  0.16          1.00 1.72  0.28
Final Sat.:           1425 2850  1425          1425 2850  1425          1425 2621  229          1425 2452  398
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.33  0.09          0.09 0.58  0.10          0.04 0.33  0.33          0.04 0.27  0.27
Crit Volume:          107          834          467          63
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #31 Shoup Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.881
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        121          Level Of Service:          D
*****
Street Name:          Shoup Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  1  0      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              170  732   87      89 1082  121   144  893  259   164  831   54
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:           170  732   87      89 1082  121   144  893  259   164  831   54
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:           170  732   87      89 1082  121   144  893  259   164  831   54
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          170  732   87      89 1082  121   144  893  259   164  831   54
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
FinalVolume:          170  732   87      89 1082  121   144  893  259   164  831   54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500   1500 1500  1500   1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:                1.00 1.79  0.21    1.00 2.00  1.00   1.00 2.00  1.00   1.00 2.00  1.00
Final Sat.:          1500 2681  319    1500 3000  1500   1500 3000  1500   1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.27  0.27    0.06 0.36  0.08    0.10 0.30  0.17    0.11 0.28  0.04
Crit Volume:          170          541          447          164
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #32 Topanga Canyon Blvd/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.316
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              137  888  171          99 1850  155          200  816  140          340 1164  112
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           137  888  171          99 1850  155          200  816  140          340 1164  112
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           137  888  171          99 1850  155          200  816  140          340 1164  112
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          137  888  171          99 1850  155          200  816  140          340 1164  112
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          137  888  171          99 1850  155          220  816  140          374 1164  112
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          2.00 2.00  1.00          2.00 1.82  0.18
Final Sat.:          1375 2750  1375          1375 2750  1375          2750 2750  1375          2750 2509  241
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.32  0.12          0.07 0.67  0.11          0.08 0.30  0.10          0.14 0.46  0.46
Crit Volume:          137          925          110          638
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #33 Owensmouth Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.788
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             55  173    88          52  697    51          30  866    73          320 1191    38
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           55  173    88          52  697    51          30  866    73          320 1191    38
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           55  173    88          52  697    51          30  866    73          320 1191    38
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          55  173    88          52  697    51          30  866    73          320 1191    38
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          55  173    88          52  697    51          30  866    73          320 1191    38
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.86  0.14          1.00 2.00  1.00          1.00 1.94  0.06
Final Sat.:           1500 1500  1500          1500 2795  205          1500 3000  1500          1500 2907   93
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.12  0.06          0.03 0.25  0.25          0.02 0.29  0.05          0.21 0.41  0.41
Crit Volume:          55          374          433          320
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #34 Canoga Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.865
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        106          Level Of Service:          D
*****
Street Name:          Canoga Ave          Sherman Way
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  2  0  1        1  0  2  0  1        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             75  764  121          75 1155  118          94  921   69  146 1511  141
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          75  764  121          75 1155  118          94  921   69  146 1511  141
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           75  764  121          75 1155  118          94  921   69  146 1511  141
Reduct Vol:           0    0    0            0    0    0            0    0    0            0    0    0
Reduced Vol:          75  764  121          75 1155  118          94  921   69  146 1511  141
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          75  764  121          75 1155  118          94  921   69  146 1511  141
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00        1.00 2.00  1.00        1.00 2.00  1.00  1.00 2.74  0.26
Final Sat.:           1500 3000  1500        1500 3000  1500        1500 3000  1500  1500 4116  384
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.25  0.08        0.05 0.39  0.08        0.06 0.31  0.05  0.10 0.37  0.37
Crit Volume:          75          578          94          551
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #35 De Soto Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.904
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              94  883  129          120 1522  163          97 1160  90          216 1349  111
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           94  883  129          120 1522  163          97 1160  90          216 1349  111
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           94  883  129          120 1522  163          97 1160  90          216 1349  111
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          94  883  129          120 1522  163          97 1160  90          216 1349  111
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          94  883  129          120 1522  163          97 1160  90          216 1349  111
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.62  0.38          1.00 2.71  0.29          1.00 2.78  0.22          1.00 3.00  1.00
Final Sat.:          1425 3730  545          1425 3861  414          1425 3967  308          1425 4275  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.24  0.24          0.08 0.39  0.39          0.07 0.29  0.29          0.15 0.32  0.08
Crit Volume:          94          562          417          216
Crit Moves:          ****          ****          ****          ****
*****

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

```

*****
Intersection #36 Fallbrook Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.849
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        95          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             38 1262    54          68 1703    124          110 543    97          112 436    45
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          38 1262    54          68 1703    124          110 543    97          112 436    45
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           38 1262    54          68 1703    124          110 543    97          112 436    45
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          38 1262    54          68 1703    124          110 543    97          112 436    45
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          38 1262    54          68 1703    124          110 543    97          112 436    45
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:               1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.00    1.00
Final Sat.:          1500 3000    1500          1500 3000    1500          1500 3000    1500          1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.42    0.04    0.05 0.57    0.08    0.07 0.18    0.06    0.07 0.15    0.03
Crit Volume:          38          852          272          112
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #37 Shoup Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.821
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          D
*****
Street Name:          Shoup Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  1  1  0      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              71  765      81      112 1204      148      145  706      128      142  680      71
Growth Adj:            1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:           71  765      81      112 1204      148      145  706      128      142  680      71
User Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:           71  765      81      112 1204      148      145  706      128      142  680      71
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          71  765      81      112 1204      148      145  706      128      142  680      71
PCE Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:          71  765      81      112 1204      148      145  706      128      142  680      71
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                1.00 2.00      1.00      1.00 2.00      1.00      1.00 1.69      0.31      1.00 2.00      1.00
Final Sat.:          1500 3000      1500      1500 3000      1500      1500 2540      460      1500 3000      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.26      0.05      0.07 0.40      0.10      0.10 0.28      0.28      0.09 0.23      0.05
Crit Volume:          71          602          417      142
Crit Moves:          ****          ****          ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #38 Owensmouth Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.900
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        144          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              21  180    79    109 1073    175    86  875    105    267  955    124
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           21  180    79    109 1073    175    86  875    105    267  955    124
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           21  180    79    109 1073    175    86  875    105    267  955    124
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          21  180    79    109 1073    175    86  875    105    267  955    124
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          21  180    79    109 1073    175    86  875    105    267  955    124
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    1.00 1.72    0.28    1.00 2.00    1.00    1.00 1.77    0.23
Final Sat.:          1500 3000    1500    1500 2579    421    1500 3000    1500    1500 2655    345
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.06    0.05    0.07 0.42    0.42    0.06 0.29    0.07    0.18 0.36    0.36
Crit Volume:          21          624          438          267
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #39 Variel Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.570
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          Variel Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             78    3    48          19    1    27          12  891    49          60 1368    23
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          78    3    48          19    1    27          12  891    49          60 1368    23
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           78    3    48          19    1    27          12  891    49          60 1368    23
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78    3    48          19    1    27          12  891    49          60 1368    23
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          78    3    48          19    1    27          12  891    49          60 1368    23
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.61 0.02  0.37          0.40 0.02  0.58          1.00 1.90  0.10          1.00 1.97  0.03
Final Sat.:           907    35    558          606    32    862          1500 2844    156          1500 2950    50
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.09  0.09          0.03 0.03  0.03          0.01 0.31  0.31          0.04 0.46  0.46
Crit Volume:          129          19          12          696
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #40 Topanga Canyon Blvd/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.491
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              11  979    45          23 1766    43          41    7    6          32  14    13
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           11  979    45          23 1766    43          41    7    6          32  14    13
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           11  979    45          23 1766    43          41    7    6          32  14    13
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          11  979    45          23 1766    43          41    7    6          32  14    13
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          11  979    45          23 1766    43          41    7    6          32  14    13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.87  0.13          1.00 2.93  0.07          0.76 0.13  0.11          1.00 1.00  1.00
Final Sat.:          1425 4087  188          1425 4173  102          1082 185  158          1425 1425  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.24  0.24          0.02 0.42  0.42          0.04 0.04  0.04          0.02 0.01  0.01
Crit Volume:          11          603          54          32
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #41 Woodlake Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.880
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        120          Level Of Service:          D
*****
Street Name:          Woodlake Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          1  0  1  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              41  129  104          299  243  107          99 1274  41          89  635  96
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           41  129  104          299  243  107          99 1274  41          89  635  96
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           41  129  104          299  243  107          99 1274  41          89  635  96
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41  129  104          299  243  107          99 1274  41          89  635  96
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          41  129  104          299  243  107          99 1274  41          89  635  96
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.15 0.47  0.38          1.00 1.00  1.00          1.00 1.94  0.06          1.00 1.74  0.26
Final Sat.:           224  706  569          1500 1500  1500          1500 2906  94          1500 2606  394
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.18 0.18  0.18          0.20 0.16  0.07          0.07 0.44  0.44          0.06 0.24  0.24
Crit Volume:           274          299          658          89
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #42 Fallbrook Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.846
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        121          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              155  971    64    164 1545    113    175 1005    161    109  648    185
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           155  971    64    164 1545    113    175 1005    161    109  648    185
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           155  971    64    164 1545    113    175 1005    161    109  648    185
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          155  971    64    164 1545    113    175 1005    161    109  648    185
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          155  971    64    164 1545    113    175 1005    161    109  648    185
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    1.00 2.80    0.20    1.00 2.59    0.41    1.00 2.33    0.67
Final Sat.:          1425 2850    1425    1425 3984    291    1425 3685    590    1425 3326    949
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.34    0.04    0.12 0.39    0.39    0.12 0.27    0.27    0.08 0.19    0.19
Crit Volume:          155          553          389          109
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #43 Shoup Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.037
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              109  711   53   136 1360   74   102  962   281   108  749   83
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           109  711   53   136 1360   74   102  962   281   108  749   83
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           109  711   53   136 1360   74   102  962   281   108  749   83
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          109  711   53   136 1360   74   102  962   281   108  749   83
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          109  711   53   136 1360   74   102  962   281   108  749   83
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 1.86   0.14   1.00 1.90   0.10   1.00 1.55   0.45   1.00 1.80   0.20
Final Sat.:           1500 2792   208   1500 2845   155   1500 2322   678   1500 2701   299
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.25   0.25   0.09 0.48   0.48   0.07 0.41   0.41   0.07 0.28   0.28
Crit Volume:           109          717          622          108
Crit Moves:           ****          ****          ****          ****
*****

```

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

```

*****
Intersection #44 Westfield Way (Pvt)/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.310
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Westfield Way (Pvt)          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    1    0    0    1          1    0    3    1    0          1    0    3    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              14    5    12          5    9    29          23 1233          47    18 1492          13
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           14    5    12          5    9    29          23 1233          47    18 1492          13
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           14    5    12          5    9    29          23 1233          47    18 1492          13
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          14    5    12          5    9    29          23 1233          47    18 1492          13
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:          14    5    12          5    9    29          23 1233          47    18 1492          13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.74 0.26 1.00          0.36 0.64 1.00          1.00 3.85 0.15          1.00 3.97 0.03
Final Sat.:           1050 375 1425          509 916 1425          1425 5491 209          1425 5651 49
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.01 0.01          0.01 0.01 0.02          0.02 0.22 0.22          0.01 0.26 0.26
Crit Volume:           14          29          23          376
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #45 Owensmouth Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.828
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        133          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          2  0  3  1  0          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             78  291  130          237 1186  231          63 1197  144          241 1196  89
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          78  291  130          237 1186  231          63 1197  144          241 1196  89
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           78  291  130          237 1186  231          63 1197  144          241 1196  89
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78  291  130          237 1186  231          63 1197  144          241 1196  89
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          78  291  130          237 1186  231          69 1197  144          265 1196  89
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          2.00 3.57  0.43          2.00 3.72  0.28
Final Sat.:           1375 2750  1375          1375 2750  1375          2750 4909  591          2750 5119  381
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.11  0.09          0.17 0.43  0.17          0.03 0.24  0.24          0.10 0.23  0.23
Crit Volume:          78          593          335          133
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #46 Variel Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.807
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96          Level Of Service:          D
*****
Street Name:          Variel Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  0  1  0          0  0  0  0  0          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              103    0    173          0    0    0          0 1336    272    575 1813    0
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           103    0    173          0    0    0          0 1336    272    575 1813    0
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            103    0    173          0    0    0          0 1336    272    575 1813    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           103    0    173          0    0    0          0 1336    272    575 1813    0
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:           103    0    173          0    0    0          0 1336    272    575 1813    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 0.00  1.00          0.00 0.00  0.00          1.00 3.32  0.68  1.00 4.00  0.00
Final Sat.:            1425    0    1425          0    0    0          1425 4736  964    1425 5700    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.00  0.12          0.00 0.00  0.00          0.00 0.28  0.28  0.40 0.32  0.00
Crit Volume:           173          0          402    575
Crit Moves:                ****                ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #47 Mason Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.977
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Mason Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Protected        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  1  1  0        1  0  2  0  1        1  0  3  0  1        1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              93    86    29        351  364  1122      312 1836  310    101 1907  156
Growth Adj:            1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           93    86    29        351  364  1122      312 1836  310    101 1907  156
User Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           93    86    29        351  364  1122      312 1836  310    101 1907  156
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          93    86    29        351  364  1122      312 1836  310    101 1907  156
PCE Adj:              2.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:         186    86    29        351  364  1122      312 1836  310    101 1907  156
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425      1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.58  0.42        1.00 2.00  1.00        1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:          1425 2254  596        1425 2850  1425      1425 4275  1425  1425 4275  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.04  0.05        0.25 0.13  0.79        0.22 0.43  0.22  0.07 0.45  0.11
Crit Volume:          93          351          312          636
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #48 Owensmouth Ave/Canyon Creek Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.691
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Canyon Creek Rd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              58  270    0          0 1598    7          0    0  124    0    0    0
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           58  270    0          0 1598    7          0    0  124    0    0    0
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           58  270    0          0 1598    7          0    0  124    0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          58  270    0          0 1598    7          0    0  124    0    0    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:          58  270    0          0 1598    7          0    0  124    0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  0.00  0.00 1.99  0.01  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:          1425 2850    0          0 2838   12  1425    0 1425    0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.09  0.00  0.00 0.56  0.56  0.00 0.00  0.09  0.00 0.00  0.00
Crit Volume:          58          803          124          0
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #49 Shoup Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.634
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          Shoup Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted      Permitted      Split Phase      Split Phase
Rights:               Include      Include      Include      Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1    0    1    1    0      1    0    1    1    0      0    0    1!    0    0      1    1    0    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             2    798    113      306    1257      8      14      4      17      103      3      107
Growth Adj:           1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00
Initial Bse:          2    798    113      306    1257      8      14      4      17      103      3      107
User Adj:             1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00
PHF Volume:           2    798    113      306    1257      8      14      4      17      103      3      107
Reduct Vol:           0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:          2    798    113      306    1257      8      14      4      17      103      3      107
PCE Adj:              1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00      1.10    1.00    1.00
FinalVolume:          2    798    113      306    1257      8      14      4      17      113      3      107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425      1425    1425    1425      1425    1425    1425      1425    1425    1425
Adjustment:           1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00      1.00    1.00    1.00
Lanes:                1.00    1.75    0.25      1.00    1.99    0.01      0.40    0.11    0.49      1.95    0.05    1.00
Final Sat.:           1425    2496    354      1425    2832      18      570    163    692      2776    74    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00    0.32    0.32      0.21    0.44    0.44      0.02    0.02    0.02      0.04    0.04    0.08
Crit Volume:          456      306          35      107
Crit Moves:          ****      ****          ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #50 Shoup Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.268
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  2  0  1      1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             92  765    69    148  967    176    61  723    71    129 1178    182
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          92  765    69    148  967    176    61  723    71    129 1178    182
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           92  765    69    148  967    176    61  723    71    129 1178    182
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          92  765    69    148  967    176    61  723    71    129 1178    182
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         92  765    69    148  967    176    61  723    71    129 1178    182
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.83    0.17    1.00 1.69    0.31    1.00 2.00    1.00    1.00 1.00    1.00
Final Sat.:          1500 2752    248    1500 2538    462    1500 3000    1500    1500 1500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.28    0.28    0.10 0.38    0.38    0.04 0.24    0.05    0.09 0.79    0.12
Crit Volume:          92          572          61          1178
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #51 Owensmouth Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.617
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             78  341    51          97  712    123    157  565    269    148  446    68
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          78  341    51          97  712    123    157  565    269    148  446    68
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           78  341    51          97  712    123    157  565    269    148  446    68
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78  341    51          97  712    123    157  565    269    148  446    68
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          78  341    51          97  712    123    157  565    269    148  446    68
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.74    0.26    1.00 1.71    0.29    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           1500 2610    390    1500 2558    442    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.13    0.13    0.06 0.28    0.28    0.10 0.19    0.18    0.10 0.15    0.05
Crit Volume:          78          418          283          148
Crit Moves:          ****          ****          ****          ****
*****

```

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*****
Intersection #52
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.626
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 1 0      1 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      50 710      64 192 636      82 98 329      52 31 172      56
Growth Adj:  1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:  50 710      64 192 636      82 98 329      52 31 172      56
User Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:    50 710      64 192 636      82 98 329      52 31 172      56
Reduct Vol:    0      0      0      0      0      0      0      0      0
Reduced Vol:   50 710      64 192 636      82 98 329      52 31 172      56
PCE Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:   50 710      64 192 636      82 98 329      52 31 172      56
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500      1500 1500 1500      1500 1500 1500      1500 1500 1500
Adjustment:    1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:         1.00 1.83      0.17 1.00 1.77      0.23 1.00 1.00      1.00 1.00 0.75      0.25
Final Sat.:    1500 2752      248 1500 2657      343 1500 1500      1500 1500 1132      368
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.03 0.26      0.26 0.13 0.24      0.24 0.07 0.22      0.03 0.02 0.15      0.15
Crit Volume:    387          192          329          31
Crit Moves:     ****          ****          ****          ****
*****

```


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*****
Intersection #53 Shoup Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.036
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Ventura Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  1  0          1  1  0  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             71  437  130          648  188  274          83 1020  72          50  837  343
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          71  437  130          648  188  274          83 1020  72          50  837  343
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           71  437  130          648  188  274          83 1020  72          50  837  343
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          71  437  130          648  188  274          83 1020  72          50  837  343
PCE Adj:              1.00 1.00  1.00          2.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          71  437  130          713  188  274          83 1020  72          50  837  343
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.22 1.37  0.41          1.58 0.42  1.00          1.00 2.80  0.20          1.00 3.00  1.00
Final Sat.:           317 1952  581          2255 595  1425          1425 3993  282          1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.22 0.22  0.22          0.32 0.32  0.19          0.06 0.26  0.26          0.04 0.20  0.24
Crit Volume:          319  450          364          343
Crit Moves:           ****          ****          ****          ****
*****

```

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```

*****
Intersection #54 US-101 EB/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.907
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          US-101 EB On Ramp          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    1          0    0    0    0    0          1    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    1505          0    0    0          904    868          4          19    1098          48
Growth Adj:            1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:           0    0    1505          0    0    0          904    868          4          19    1098          48
User Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:               1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:            0    0    0          0    0    0          904    868          4          19    1098          48
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:           0    0    0          0    0    0          904    868          4          19    1098          48
PCE Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          4.00    1.00    1.00
MLF Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
FinalVolume:           0    0    0          0    0    0          904    868          4          76    1098          48
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425          1425    1425    1425          1425    1425    1425          1425    1425    1425
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                0.00    0.00    1.00          0.00    0.00    0.00          1.00    1.99    0.01          0.05    2.83    0.12
Final Sat.:           0    0    1425          0    0    0          1425    2837          13          70    4029          176
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00    0.00    0.00          0.00    0.00    0.00          0.63    0.31    0.31          0.27    0.27    0.27
Crit Volume:          0          0          0          904          388
Crit Moves:
*****

```

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*****
Intersection #55
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.628
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Ignore      Ignore      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 3 0 0      0 0 3 0 0      0 0 0 0 1      0 0 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2012      0 0 1522      0 0 0 550      0 0 0 408
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 2012      0 0 1522      0 0 0 550      0 0 0 408
User Adj:    1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:   0 2012      0 0 1522      0 0 0 550      0 0 0 408
Reduct Vol:   0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 2012      0 0 1522      0 0 0 550      0 0 0 408
PCE Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.10
FinalVolume:  0 2012      0 0 1522      0 0 0 550      0 0 0 449
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 3.00 0.00 0.00 3.00 0.00 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:  0 4275      0 0 4275      0 0 0 1425      0 0 0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.47 0.00 0.00 0.36 0.00 0.00 0.00 0.00 0.00 0.00 0.16
Crit Volume:  671      0      0      224
Crit Moves:   ****      ****      ****
*****

```

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*****
Intersection #56
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.959
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 1      1 0 2 1 0      2 0 2 1 0      2 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      154 1287      326      145 886      94      766 1074      136      206 648      218
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      154 1287      326      145 886      94      766 1074      136      206 648      218
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      154 1287      326      145 886      94      766 1074      136      206 648      218
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      154 1287      326      145 886      94      766 1074      136      206 648      218
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.10 1.00      1.00
Final Volume:      154 1287      326      145 886      94      843 1074      136      227 648      218
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      1.00      1.00 2.71      0.29      2.00 2.66      0.34      2.00 2.00      1.00
Final Sat.:      1375 4125      1375      1375 3729      396      2750 3661      464      2750 2750      1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.11 0.31      0.24      0.11 0.24      0.24      0.31 0.29      0.29      0.08 0.24      0.16
Crit Volume:      429      145      421      324
Crit Moves:      ****      ****      ****      ****
*****

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```

*****
Intersection #57
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.750
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 0 1      2 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      157 452 74 186 291 264 544 1289 72 60 963 252
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 157 452 74 186 291 264 544 1289 72 60 963 252
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 157 452 74 186 291 264 544 1289 72 60 963 252
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 157 452 74 186 291 264 544 1289 72 60 963 252
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 157 452 74 186 291 264 598 1289 72 60 963 252
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.72 0.28 1.00 1.00 1.00 2.00 2.84 0.16 1.00 3.00 1.00
Final Sat.: 1425 2449 401 1425 1425 1425 2850 4049 226 1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.11 0.18 0.18 0.13 0.20 0.19 0.21 0.32 0.32 0.04 0.23 0.18
Crit Volume: 263 186 299 321
Crit Moves: **** **** **** ****
*****

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```

*****
Intersection #58
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.942
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      2 0 1 0 1      1 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      95 259 148 692 190 398 238 1215 57 78 1349 503
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 95 259 148 692 190 398 238 1215 57 78 1349 503
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 95 259 148 692 190 398 238 1215 57 78 1349 503
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 95 259 148 692 190 398 238 1215 57 78 1349 503
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 95 259 148 761 190 398 238 1215 57 78 1349 503
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.27 0.73 2.00 1.00 1.00 1.00 2.87 0.13 1.00 3.00 1.00
Final Sat.: 1425 1814 1036 2850 1425 1425 1425 4083 192 1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.07 0.14 0.14 0.27 0.13 0.28 0.17 0.30 0.30 0.05 0.32 0.35
Crit Volume: 204 398 238 503
Crit Moves: **** **** **** ****
*****

```

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```

*****
Intersection #59
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.589
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      7 1184      4 1 1390      14 118 18 20      15 5 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 1184      4 1 1390      14 118 18 20      15 5 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 1184      4 1 1390      14 118 18 20      15 5 3
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 7 1184      4 1 1390      14 118 18 20      15 5 3
PCE Adj: 6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 42 1184      4 6 1390      14 118 18 20      15 5 3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 1.98 0.01 0.01 1.97 0.02 0.76 0.11 0.13 0.65 0.22 0.13
Final Sat.: 18 2972 10 2 2968 30 1135 173 192 978 326 196
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.39 0.40 0.41 0.47 0.47 0.47 0.10 0.10 0.10 0.02 0.02 0.02
Crit Volume: 7 705 156 15
Crit Moves: **** **** **** ****
*****

```

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```

*****
Intersection #60
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.577
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 0 0 1      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      52 893 0      24 1777 91 118 0 36 3 0 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 52 893 0      24 1777 91 118 0 36 3 0 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 52 893 0      24 1777 91 118 0 36 3 0 1
Reduct Vol: 0 0 0      0 0 0 0 0 0 0 0 0
Reduced Vol: 52 893 0      24 1777 91 118 0 36 3 0 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 893 0      24 1777 91 118 0 36 3 0 1
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 1.00 2.85 0.15 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 4125 0 1375 3924 201 1375 0 1375 1375 0 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.04 0.22 0.00 0.02 0.45 0.45 0.09 0.00 0.03 0.00 0.00 0.00
Crit Volume: 52 623 118 1
Crit Moves: **** **** **** ****
*****

```


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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #61 De Soto Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.798
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71          Level Of Service:          C
*****
Street Name:          De Soto Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             85  855    36          38 1960    46          76  12    236    120  25    53
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          85  855    36          38 1960    46          76  12    236    120  25    53
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           85  855    36          38 1960    46          76  12    236    120  25    53
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          85  855    36          38 1960    46          76  12    236    120  25    53
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         85  855    36          38 1960    46          76  12    236    120  25    53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.88  0.12          1.00 2.93  0.07          0.23 0.04  0.73          0.60 0.13  0.27
Final Sat.:          1500 4318  182          1500 4397  103          352  56  1093          909 189  402
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.20  0.20          0.03 0.45  0.45          0.22 0.22  0.22          0.13 0.13  0.13
Crit Volume:          85          669          324    120
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #62
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.517
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      2      1      0      1      0      3      0      0      0      0      1!      0      0      1      0      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0      986      12      9      2194      0      0      0      0      5      0      4
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      0      986      12      9      2194      0      0      0      0      5      0      4
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      0      986      12      9      2194      0      0      0      0      5      0      4
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      0      986      12      9      2194      0      0      0      0      5      0      4
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      0      986      12      9      2194      0      0      0      0      5      0      4
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      2.96      0.04      1.00      3.00      0.00      0.00      1.00      0.00      1.00      0.00      1.00
Final Sat.:      1425      4224      51      1425      4275      0      0      1425      0      1425      0      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00      0.23      0.23      0.01      0.51      0.00      0.00      0.00      0.00      0.00      0.00      0.00
Crit Volume:      0      731      0      5
Crit Moves:      ****      ****      ****
*****

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*****
Intersection #63 Canoga Ave/Trillium Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.526
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          Trillium Dwy (Pvt)
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Split Phase        Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    2    1    0    2    0    3    0    0    0    0    0    0    0    1    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1082    446    272 1644    0    0    0    0    142    0    26
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00
Initial Bse:          0 1082    446    272 1644    0    0    0    0    142    0    26
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00
PHF Volume:           0 1082    446    272 1644    0    0    0    0    142    0    26
Reduct Vol:           0    0    0        0    0    0    0    0    0    0    0    0
Reduced Vol:          0 1082    446    272 1644    0    0    0    0    142    0    26
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00 1.00 1.00    1.10 1.00 1.00 1.00
FinalVolume:          0 1082    446    299 1644    0    0    0    0    156    0    26
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425 1425 1425    1425 1425 1425 1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00 1.00
Lanes:                1.00 2.12    0.88    2.00 3.00    0.00 0.00 0.00    0.00 1.71 0.00 0.29
Final Sat.:           1425 3027    1248    2850 4275    0    0    0    0    2443    0    407
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.36    0.36    0.10 0.38    0.00 0.00 0.00    0.00 0.06 0.00 0.06
Crit Volume:          509    150          0          91
Crit Moves:          ****    ****          ****
*****

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*****
Intersection #64 De Soto Ave/Warner Center Lane (Pvt)/Serrania Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.674
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          De Soto Ave          Warner Center Lane (Pvt)/Serrania
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  1  0          0  0  0  0  1          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             170 1750          19    138 2231          48          0    0    69    13    2    36
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          170 1750          19    138 2231          48          0    0    69    13    2    36
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           170 1750          19    138 2231          48          0    0    69    13    2    36
Reduct Vol:           0    0    0          0    0    0          0    0    0    0    0    0
Reduced Vol:          170 1750          19    138 2231          48          0    0    69    13    2    36
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          170 1750          19    138 2231          48          0    0    69    13    2    36
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00          1.00 2.94 0.06          0.00 0.00 1.00 0.25 0.04 0.71
Final Sat.:           1500 4500          1500 1500 4405          95          0    0  1500  382  59 1059
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.39          0.01 0.09 0.51          0.51 0.00 0.00 0.05 0.03 0.03 0.03
Crit Volume:          170          760          69    13
Crit Moves:          ****          ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #65 Canoga AveWarner Ranch Rd (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.729
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          C
*****
Street Name:          Canoga Ave          Warner Ranch Rd (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          0  0  1!  0  0          1  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             7 1890    196    307 1179    1          1    0    19    0    0    90
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
Initial Bse:          7 1890    196    307 1179    1          1    0    19    0    0    90
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
PHF Volume:           7 1890    196    307 1179    1          1    0    19    0    0    90
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          7 1890    196    307 1179    1          1    0    19    0    0    90
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
FinalVolume:          7 1890    196    307 1179    1          1    0    19    0    0    90
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500 1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
Lanes:                1.00 2.72    0.28    1.00 2.99    0.01    0.05 0.00    0.95 1.00 0.00    1.00
Final Sat.:          1500 4077    423    1500 4496    4          75    0 1425    1500    0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.46    0.46    0.20 0.26    0.26    0.01 0.00    0.01 0.00 0.00    0.06
Crit Volume:          695    307          1          90
Crit Moves:          ****    ****          ****          ****
*****

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*****
Intersection #66
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.707
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      128 1701      79      133 1455      122      44 11      39      207 12      118
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      128 1701      79      133 1455      122      44 11      39      207 12      118
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      128 1701      79      133 1455      122      44 11      39      207 12      118
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      128 1701      79      133 1455      122      44 11      39      207 12      118
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      128 1701      79      133 1455      122      48 11      39      207 12      118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.87      0.13      1.00 2.77      0.23      2.00 1.00      1.00      1.00 0.09      0.91
Final Sat.:      1375 3942      183      1375 3806      319      2750 1375      1375      1375 127      1248
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.43      0.43      0.10 0.38      0.38      0.02 0.01      0.03      0.15 0.09      0.09
Crit Volume:      593      133      39      207
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #67 Owensmouth Ave/Promenade Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.349
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Promenade Dwy (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    1    0          1    0    1    1    0          0    1    0    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             35    404    50          71    825    56          17    1    19          0    0    31
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          35    404    50          71    825    56          17    1    19          0    0    31
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           35    404    50          71    825    56          17    1    19          0    0    31
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35    404    50          71    825    56          17    1    19          0    0    31
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:         35    404    50          71    825    56          17    1    19          0    0    31
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 1.78 0.22          1.00 1.87 0.13          0.92 0.08 1.00          0.00 1.00 1.00
Final Sat.:           1500 2670 330          1500 2809 191          1378 122 1500          0 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.15 0.15          0.05 0.29 0.29          0.01 0.01 0.01          0.00 0.00 0.02
Crit Volume:          35          441          17          31
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #68 Owensmouth Ave/West Valley Way (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.582
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          West Valley Way (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             67  461          0    0  1168  257          47    0    50          0    0    0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          67  461          0    0  1168  257          47    0    50          0    0    0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           67  461          0    0  1168  257          47    0    50          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          67  461          0    0  1168  257          47    0    50          0    0    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:         67  461          0    0  1168  257          47    0    50          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  0.00  0.00 1.64  0.36  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:          1425 2850          0    0  2336  514  1425    0  1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.16  0.00  0.00 0.50  0.50  0.03 0.00  0.04  0.00 0.00  0.00
Crit Volume:          67          713          50          0
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #69 Canoga Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.488
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Canoga Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    1    0          1    0    2    0    0          0    0    0    0    0          1    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    882    15          2    1371    0          0    0    0          16    0    1
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          0    882    15          2    1371    0          0    0    0          16    0    1
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           0    882    15          2    1371    0          0    0    0          16    0    1
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    882    15          2    1371    0          0    0    0          16    0    1
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
FinalVolume:          0    882    15          2    1371    0          0    0    0          18    0    1
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 2.95 0.05          1.00 2.00 0.00          0.00 0.00 0.00          1.89 0.00 0.11
Final Sat.:           0    4204    71          1425 2850    0          0    0    0          2697    0    153
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.21 0.21          0.00 0.48 0.00          0.00 0.00 0.00          0.01 0.00 0.01
Crit Volume:          0          686          0          9
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #70 AMC Dwy/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.451
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          AMC Dwy          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               0  0  1!  0  0      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             28    1    64        9    4    13        46  947  121        63  872  30
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          28    1    64        9    4    13        46  947  121        63  872  30
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           28    1    64        9    4    13        46  947  121        63  872  30
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          28    1    64        9    4    13        46  947  121        63  872  30
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          28    1    64        9    4    13        46  947  121        63  872  30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.30 0.01  0.69      0.69 0.31  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:           429   15   981      987 438  1425      1425 2850  1425      1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.07  0.07      0.01 0.01  0.01      0.03 0.33  0.08      0.04 0.31  0.02
Crit Volume:          93          13          474          63
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #71 Eton Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.608
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:          Eton Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    1    0    1    0    1    0    1    1    0    1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             76    0    21        3    1    4        14  900    39    27 1544    8
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          76    0    21        3    1    4        14  900    39    27 1544    8
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           76    0    21        3    1    4        14  900    39    27 1544    8
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          76    0    21        3    1    4        14  900    39    27 1544    8
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Final Volume:         76    0    21        3    1    4        14  900    39    27 1544    8
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 0.00  1.00    1.00 0.20  0.80    1.00 1.92  0.08    1.00 2.00  1.00
Final Sat.:           1425    0  1425    1425 285  1140    1425 2732  118    1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.00  0.01    0.00 0.00  0.00    0.01 0.33  0.33    0.02 0.54  0.01
Crit Volume:          76          5          14          772
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #72 Independence Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.621
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          Independence Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  0  1          0  0  1! 0  0          1  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             45    1    139          37    2    44          16  903    43          78 1385    16
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           45    1    139          37    2    44          16  903    43          78 1385    16
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           45    1    139          37    2    44          16  903    43          78 1385    16
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          45    1    139          37    2    44          16  903    43          78 1385    16
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         45    1    139          37    2    44          16  903    43          78 1385    16
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.98 0.02  1.00          0.45 0.02  0.53          1.00 1.91  0.09          1.00 2.00  1.00
Final Sat.:           1394  31  1425          635  34  755          1425 2720  130          1425 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.03  0.10          0.06 0.06  0.06          0.01 0.33  0.33          0.05 0.49  0.01
Crit Volume:          139    37          16
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #73 Variel Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.255
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19          Level Of Service:          A
*****
Street Name:          Variel Ave          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              44    70    58          21    15    27          31    78    13          12    33    113
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           44    70    58          21    15    27          31    78    13          12    33    113
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           44    70    58          21    15    27          31    78    13          12    33    113
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          44    70    58          21    15    27          31    78    13          12    33    113
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          44    70    58          21    15    27          31    78    13          12    33    113
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.25 0.41 0.34          0.33 0.24 0.43          0.25 0.64 0.11          0.08 0.21 0.71
Final Sat.:           384   610   506          500   357   643          381   959   160          114   313   1073
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.11 0.11          0.04 0.04 0.04          0.08 0.08 0.08          0.11 0.11 0.11
Crit Volume:           172    21          31          158
Crit Moves:                ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #74 Variel Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.562
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Variel Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0          0    1    0    1    0          0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             26    71    16          114  220    156          85  374    49          52  689    180
Growth Adj:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:          26    71    16          114  220    156          85  374    49          52  689    180
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           26    71    16          114  220    156          85  374    49          52  689    180
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          26    71    16          114  220    156          85  374    49          52  689    180
PCE Adj:              2.00  1.00  1.00          1.00  1.00  1.00          4.00  1.00  1.00          2.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Final Volume:         52    71    16          114  220    156          340  374    49          104  689    180
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500          1500  1500  1500          1500  1500  1500          1500  1500  1500
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                0.60  1.17  0.23          0.46  0.90  0.64          0.67  1.20  0.13          0.12  1.51  0.37
Final Sat.:           897  1758  345          698  1347  955          1008  1799  193          180  2265  555
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03  0.04  0.05          0.16  0.16  0.16          0.08  0.21  0.25          0.29  0.30  0.32
Crit Volume:          26          245          85          487
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #75 Variel Ave/Califa St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.375
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Variel Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             6    1    2          44   12   126          47   49    8          6  199  122
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           6    1    2          44   12   126          47   49    8          6  199  122
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           6    1    2          44   12   126          47   49    8          6  199  122
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          6    1    2          44   12   126          47   49    8          6  199  122
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          6    1    2          44   12   126          47   49    8          6  199  122
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               0.67 0.11  0.22          0.24 0.07  0.69          0.45 0.47  0.08          0.02 0.61  0.37
Final Sat.:          1000 167  333          363  99  1038          678  707  115          28  913  560
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01  0.01          0.12 0.12  0.12          0.07 0.07  0.07          0.22 0.22  0.22
Crit Volume:           6          182    47          327
Crit Moves:          ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #76 Warner Center Lane/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.381
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Center Lane          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          7    0    79          126 553          0          0 629 34
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          7    0    79          126 553          0          0 629 34
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          7    0    79          126 553          0          0 629 34
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          7    0    79          126 553          0          0 629 34
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          7    0    79          126 553          0          0 629 34
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 0.00 0.00          0.08 0.00 0.92          1.00 3.00 0.00          0.00 1.90 0.10
Final Sat.:            0    0    0          116    0 1309          1425 4275          0          0 2704 146
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00          0.06 0.00 0.06          0.09 0.13 0.00          0.00 0.23 0.23
Crit Volume:           0          86          126          332
Crit Moves:
*****

```


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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #77 De Soto/Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.985
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto          Clark St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0    0    1    1    0    0    1    4    0    0    0    0    0    0    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2187   131      8 1721   0      0    0    0      0    0    237
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 2187   131      8 1721   0      0    0    0      0    0    237
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 2187   131      8 1721   0      0    0    0      0    0    237
Reduct Vol:           0    0    0        0    0    0      0    0    0      0    0    0
Reduced Vol:          0 2187   131      8 1721   0      0    0    0      0    0    237
PCE Adj:              1.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:         0 2187   131      48 1721   0      0    0    0      0    0    237
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 1.89 0.11 0.15 4.85 0.00 0.00 0.00 0.00 0.00 0.00 1.00
Final Sat.:           0 2689   161      218 6907   0      0    0    0      0    0    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.81 0.81 0.04 0.25 0.00 0.00 0.00 0.00 0.00 0.00 0.17
Crit Volume:          1159      8      0      237
Crit Moves:           ****      ****      ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #78 Warner Ranch Rd (Pvt)/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.260
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Warner Ranch Rd (Pvt)          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0          1    0    0    0    1          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          15    0    12          118  598    0          0    279  197
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           0    0    0          15    0    12          118  598    0          0    279  197
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            0    0    0          15    0    12          118  598    0          0    279  197
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          15    0    12          118  598    0          0    279  197
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:          0    0    0          15    0    12          118  598    0          0    279  197
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.00 0.00  0.00          1.00 0.00  1.00          1.00 3.00  0.00          0.00 1.17  0.83
Final Sat.:            0    0    0          1425    0  1425          1425 4275    0          0    1670  1180
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00  0.00          0.01 0.00  0.01          0.08 0.14  0.00          0.00 0.17  0.17
Crit Volume:           0          15          118          238
Crit Moves:
*****

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*****
Intersection #79 Owensmouth Ave/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.249
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  1  1  0      0  0  1! 0  0      0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                11  498      7      5  425      24      53      1      57      5      1      18
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              11  498      7      5  425      24      53      1      57      5      1      18
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:              11  498      7      5  425      24      53      1      57      5      1      18
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              11  498      7      5  425      24      53      1      57      5      1      18
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:             11  498      7      5  425      24      53      1      57      5      1      18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                   1.00 1.97  0.03  1.00 1.89  0.11  0.48 0.01  0.51  0.21 0.04  0.75
Final Sat.:              1500 2958   42  1500 2840  160  716  14  770  313  63  1125
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.01 0.17  0.17  0.00 0.15  0.15  0.07 0.07  0.07  0.02 0.02  0.02
Crit Volume:              253          5          111          5
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #80 Topanga Canyon Blvd/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.477
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  2  1  0          1  0  3  0  0          0  0  0  0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1850    32          44 1757    0          0    0    0          4    0    40
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          0 1850    32          44 1757    0          0    0    0          4    0    40
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           0 1850    32          44 1757    0          0    0    0          4    0    40
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1850    32          44 1757    0          0    0    0          4    0    40
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          0 1850    32          44 1757    0          0    0    0          4    0    40
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.00 2.95  0.05          1.00 3.00  0.00          0.00 0.00  0.00          0.09 0.00  0.91
Final Sat.:           0 4423    77          1500 4500    0          0    0    0          136    0  1364
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.42  0.42          0.03 0.39  0.00          0.00 0.00  0.00          0.03 0.00  0.03
Crit Volume:          627          44          0          44
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #81 Topanga Canyon Blvd/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.632
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Calvert St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          0  0  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              78 1323          97    202 1909          57    0    0    167          0    0    101
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           78 1323          97    202 1909          57    0    0    167          0    0    101
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           78 1323          97    202 1909          57    0    0    167          0    0    101
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78 1323          97    202 1909          57    0    0    167          0    0    101
PCE Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.10
Final Volume:          78 1323          97    202 1909          57    0    0    167          0    0    111
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.80          0.20 1.00 2.91          0.09 0.00 0.00          1.00 0.00 0.00
Final Sat.:           1425 3983          292 1425 4151          124    0    0    1425          0    0    2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.33          0.33 0.14 0.46          0.46 0.00 0.00          0.12 0.00 0.00
Crit Volume:          78          655          167          0
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #82 Topanga Canyon Blvd/Bassett St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.563
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Bassett St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  0          0  0  2  1  0          0  0  1! 0  0          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             35 1286          0          0 1841          63 104          0 29          0 0          0
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          35 1286          0          0 1841          63 104          0 29          0 0          0
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           35 1286          0          0 1841          63 104          0 29          0 0          0
Reduct Vol:           0    0          0          0    0          0          0    0          0 0          0
Reduced Vol:          35 1286          0          0 1841          63 104          0 29          0 0          0
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:         35 1286          0          0 1841          63 104          0 29          0 0          0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 3.00          0.00 0.00 2.90          0.10 0.78 0.00          0.22 0.00 0.00
Final Sat.:           1425 4275          0          0 4134          141 1114          0 311          0 0          0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.30          0.00 0.00 0.45          0.45 0.09 0.00          0.09 0.00 0.00
Crit Volume:          35          635          133          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #83 Randi Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.534
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Randi Ave          Victory Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41    7    65          17    10    52          28 1230    36          38 680    2
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          41    7    65          17    10    52          28 1230    36          38 680    2
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           41    7    65          17    10    52          28 1230    36          38 680    2
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41    7    65          17    10    52          28 1230    36          38 680    2
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          41    7    65          17    10    52          28 1230    36          38 680    2
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.36 0.06  0.58          0.21 0.13  0.66          1.00 1.94  0.06          1.00 1.99  0.01
Final Sat.:           544   93   863          323  190   987          1500 2915   85          1500 2991   9
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.08  0.08          0.05 0.05  0.05          0.02 0.42  0.42          0.03 0.23  0.23
Crit Volume:          113          17          633          38
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #84 Glade Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.334
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Glade Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  1  0  0  1          0  1  0  0  1          0  1  0  1  0          0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41    17    49          74    34    18          24  569    62          25  147    38
Growth Adj:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:          41    17    49          74    34    18          24  569    62          25  147    38
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           41    17    49          74    34    18          24  569    62          25  147    38
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41    17    49          74    34    18          24  569    62          25  147    38
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          4.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Final Volume:         41    17    49          74    34    18          24  569    62          100  147    38
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500          1500  1500  1500          1500  1500  1500          1500  1500  1500
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                0.71  0.29  1.00          0.69  0.31  1.00          0.07  1.74  0.19          0.37  1.36  0.27
Final Sat.:          1060  440  1500          1028  472  1500          110  2606  284          556  2044  400
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04  0.04  0.03          0.07  0.07  0.01          0.22  0.22  0.22          0.04  0.07  0.10
Crit Volume:          41          108          328          25
Crit Moves:          ****          ****          ****          ****
*****

```


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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #85 Randi Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.270
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Randi Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  1  0  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             15    14    73          54    56    36          18  451    21          13  183    21
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           15    14    73          54    56    36          18  451    21          13  183    21
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           15    14    73          54    56    36          18  451    21          13  183    21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          15    14    73          54    56    36          18  451    21          13  183    21
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          15    14    73          54    56    36          18  451    21          13  183    21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.15 0.14  0.71          0.49 0.51  1.00          1.00 1.91  0.09          1.00 1.79  0.21
Final Sat.:           221  206  1074          736  764  1500          1500 2867  133          1500 2691  309
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.07  0.07          0.07 0.07  0.02          0.01 0.16  0.16          0.01 0.07  0.07
Crit Volume:           102          54          236          13
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #86
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.836
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        114          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      34 1877      26      144 1177      121      508      25      29      5      8      107
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      34 1877      26      144 1177      121      508      25      29      5      8      107
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      34 1877      26      144 1177      121      508      25      29      5      8      107
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      34 1877      26      144 1177      121      508      25      29      5      8      107
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      34 1877      26      144 1177      121      559      25      29      5      8      107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.96      0.04      1.00 2.72      0.28      1.83 0.08      0.09      0.38 0.62      1.00
Final Sat.:      1425 4217      58      1425 3876      399      2599 116      135      548 877      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02 0.45      0.45      0.10 0.30      0.30      0.22 0.22      0.22      0.01 0.01      0.08
Crit Volume:      634      144      306      107
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #87 Jordan Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.642
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Jordan Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             48    76    66          56    74    66          74  994    35          20 1254    32
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          48    76    66          56    74    66          74  994    35          20 1254    32
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           48    76    66          56    74    66          74  994    35          20 1254    32
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          48    76    66          56    74    66          74  994    35          20 1254    32
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          48    76    66          56    74    66          74  994    35          20 1254    32
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.25 0.40  0.35          0.28 0.38  0.34          1.00 1.93  0.07          1.00 1.95  0.05
Final Sat.:           379   600   521          429  566   505          1500 2898   102          1500 2925   75
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.13  0.13          0.13 0.13  0.13          0.05 0.34  0.34          0.01 0.43  0.43
Crit Volume:          190    56          74          643
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #88 Remmet Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.515
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Remmet Ave          Sherman Way
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             10    9    61          8    29    22          21  928    68    163 1309    18
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           10    9    61          8    29    22          21  928    68    163 1309    18
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           10    9    61          8    29    22          21  928    68    163 1309    18
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          10    9    61          8    29    22          21  928    68    163 1309    18
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          10    9    61          8    29    22          21  928    68    163 1309    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.12 0.11  0.77          0.14 0.49  0.37          1.00 1.86  0.14  1.00 1.97  0.03
Final Sat.:           188  169  1144          203  737  559          1500 2795  205  1500 2959  41
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.05  0.05          0.04 0.04  0.04          0.01 0.33  0.33  0.11 0.44  0.44
Crit Volume:           80          8          21          664
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #89 Variel Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.749
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          C
*****
Street Name:          Variel Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             114    89    28          69    88    47          36  924    44          51 1538    62
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          114    89    28          69    88    47          36  924    44          51 1538    62
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           114    89    28          69    88    47          36  924    44          51 1538    62
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          114    89    28          69    88    47          36  924    44          51 1538    62
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          114    89    28          69    88    47          36  924    44          51 1538    62
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.49 0.39  0.12          0.34 0.43  0.23          1.00 1.91  0.09          1.00 2.00  1.00
Final Sat.:           740  578  182          507  647  346          1500 2864  136          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.15  0.15          0.14 0.14  0.14          0.02 0.32  0.32          0.03 0.51  0.04
Crit Volume:          114          204          36          769
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #90 Owensmouth Ave/Gault St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.396
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Gault St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             13  277    16          16  906    16          9  17    42          52  12    31
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          13  277    16          16  906    16          9  17    42          52  12    31
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           13  277    16          16  906    16          9  17    42          52  12    31
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13  277    16          16  906    16          9  17    42          52  12    31
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          13  277    16          16  906    16          9  17    42          52  12    31
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.97  0.03          0.13 0.25  0.62          0.55 0.12  0.33
Final Sat.:           1500 1500  1500          1500 2948    52          199 375  926          821 189  489
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.18  0.01          0.01 0.31  0.31          0.05 0.05  0.05          0.06 0.06  0.06
Crit Volume:          13          461          68          52
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #91 Owensmouth Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.515
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             36  266   14          13  901   55          22  19   157          60  40   20
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          36  266   14          13  901   55          22  19   157          60  40   20
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           36  266   14          13  901   55          22  19   157          60  40   20
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          36  266   14          13  901   55          22  19   157          60  40   20
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          36  266   14          13  901   55          22  19   157          60  40   20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.95  0.05          1.00 1.88  0.12          0.11 0.10  0.79          0.50 0.33  0.17
Final Sat.:           1500 1425   75          1500 2827  173          167  144  1189          750  500  250
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.19  0.19          0.01 0.32  0.32          0.13 0.13  0.13          0.08 0.08  0.08
Crit Volume:          36          478          198          60
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #92 De Soto Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.567
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          De Soto Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             66 1284    31    21 1812    39    61  19    78    89  17    49
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          66 1284    31    21 1812    39    61  19    78    89  17    49
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:          66 1284    31    21 1812    39    61  19    78    89  17    49
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          66 1284    31    21 1812    39    61  19    78    89  17    49
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          66 1284    31    21 1812    39    61  19    78    89  17    49
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.93    0.07    1.00 2.94    0.06    0.76 0.24    1.00    0.84 0.16    1.00
Final Sat.:          1500 4394    106    1500 4405    95    1144 356    1500    1259 241    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.29    0.29    0.01 0.41    0.41    0.05 0.05    0.05    0.07 0.07    0.03
Crit Volume:          66          617    61          106
Crit Moves:          ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #93 Mason Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.914
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        167          Level Of Service:          E
*****
Street Name:          Mason Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              41  325   83      71  984   112   123  943   82   168 1174   143
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           41  325   83      71  984   112   123  943   82   168 1174   143
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           41  325   83      71  984   112   123  943   82   168 1174   143
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          41  325   83      71  984   112   123  943   82   168 1174   143
PCE Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Final Volume:          41  325   83      71  984   112   123  943   82   168 1174   143
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                 1.00 1.59  0.41    1.00 1.80  0.20    1.00 1.84  0.16    1.00 1.78  0.22
Final Sat.:           1500 2390  610    1500 2693  307    1500 2760  240    1500 2674  326
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.14  0.14    0.05 0.37  0.37    0.08 0.34  0.34    0.11 0.44  0.44
Crit Volume:           41          548   123          659
Crit Moves:           ****          ****   ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #94
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.663
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0      0      0      0      0      0      0      0      0      0
Lanes:        1      0      0      1      0      1      0      0      1      0      1      0      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      11      16      105      69      9      30      30      1508      39      51      866      49
Growth Adj:    1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:    11      16      105      69      9      30      30      1508      39      51      866      49
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:    11      16      105      69      9      30      30      1508      39      51      866      49
Reduct Vol:    0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:   11      16      105      69      9      30      30      1508      39      51      866      49
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:   11      16      105      69      9      30      30      1508      39      51      866      49
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:    1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:         1.00      0.13      0.87      1.00      0.23      0.77      1.00      2.00      1.00      1.00      2.84      0.16
Final Sat.:    1500      198      1302      1500      346      1154      1500      3000      1500      1500      4259      241
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.01      0.08      0.08      0.05      0.03      0.03      0.02      0.50      0.03      0.03      0.20      0.20
Crit Volume:           121      69           754      51
Crit Moves:           ****      ****           ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #95 Owensmouth Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.891
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        171          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             43  158    52          59  393    53          54 1061    49    167 1105    75
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          43  158    52          59  393    53          54 1061    49    167 1105    75
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           43  158    52          59  393    53          54 1061    49    167 1105    75
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          43  158    52          59  393    53          54 1061    49    167 1105    75
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         43  158    52          59  393    53          54 1061    49    167 1105    75
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.17 0.62  0.21          0.12 0.78  0.10          1.00 1.91  0.09          1.00 1.87  0.13
Final Sat.:           242  890    293          166 1109    150          1425 2724    126          1425 2669    181
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.18  0.18          0.35 0.35  0.35          0.04 0.39  0.39          0.12 0.41  0.41
Crit Volume:          43          505          555    167
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #96 Canoga Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.818
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        102          Level Of Service:          D
*****
Street Name:          Canoga Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  1  0          1  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             111  723  100          112 1181          79          115  890  184          176 1154  159
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          111  723  100          112 1181          79          115  890  184          176 1154  159
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           111  723  100          112 1181          79          115  890  184          176 1154  159
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          111  723  100          112 1181          79          115  890  184          176 1154  159
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          111  723  100          112 1181          79          115  890  184          176 1154  159
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.81  0.19          1.00 1.66  0.34          1.00 2.00  1.00
Final Sat.:          1425 2850  1425          1425 4007          268          1425 2362  488          1425 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.25  0.07          0.08 0.29  0.29          0.08 0.38  0.38          0.12 0.40  0.11
Crit Volume:          362          112          115          577
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #97 Variel Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.685
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          B
*****
Street Name:          Variel Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             67    32    47          42    58    80          56  940    26          24 1448    18
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          67    32    47          42    58    80          56  940    26          24 1448    18
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           67    32    47          42    58    80          56  940    26          24 1448    18
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          67    32    47          42    58    80          56  940    26          24 1448    18
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          67    32    47          42    58    80          56  940    26          24 1448    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.46 0.22  0.32          0.23 0.32  0.45          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           688  329  483          350  483  667          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.10  0.10          0.12 0.12  0.12          0.04 0.31  0.02          0.02 0.48  0.01
Crit Volume:          67          180          56          724
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #98 De Soto Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.099
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             127  772  150          102 1316  191          146  944  98          170 1403  68
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          127  772  150          102 1316  191          146  944  98          170 1403  68
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           127  772  150          102 1316  191          146  944  98          170 1403  68
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          127  772  150          102 1316  191          146  944  98          170 1403  68
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          127  772  150          102 1316  191          146  944  98          170 1403  68
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.51  0.49          1.00 2.62  0.38          1.00 1.81  0.19          1.00 1.91  0.09
Final Sat.:           1375 3454  671          1375 3602  523          1375 2491  259          1375 2623  127
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.22  0.22          0.07 0.37  0.37          0.11 0.38  0.38          0.12 0.53  0.53
Crit Volume:          127          502          146          736
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #99 Shoup Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.472
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Shoup Ave          Valerio St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        0  1  0  0  1        0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             31  785    54          23 1076    11          24    2    78          55    6    29
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          31  785    54          23 1076    11          24    2    78          55    6    29
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           31  785    54          23 1076    11          24    2    78          55    6    29
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          31  785    54          23 1076    11          24    2    78          55    6    29
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          31  785    54          23 1076    11          24    2    78          55    6    29
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 1.87  0.13        1.00 1.98  0.02        0.92 0.08  1.00        0.61 0.07  0.32
Final Sat.:           1500 2807  193        1500 2970    30        1385 115  1500        917 100  483
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.28  0.28        0.02 0.36  0.36        0.02 0.02  0.05        0.06 0.06  0.06
Crit Volume:          31          544          78    55
Crit Moves:          ****          ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #100 Topanga Canyon Blvd/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.717
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Valerio St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      0  0  1! 0  0      0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              37 1217          41      75 1523          18      46  39          18      58  80          93
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           37 1217          41      75 1523          18      46  39          18      58  80          93
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            37 1217          41      75 1523          18      46  39          18      58  80          93
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:           37 1217          41      75 1523          18      46  39          18      58  80          93
PCE Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:          37 1217          41      75 1523          18      46  39          18      58  80          93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 1.00 2.00          1.00 2.00 1.00          0.45 0.38 0.17          0.25 0.35 0.40
Final Sat.:            1500 3000          1500 3000 1500          670  568  262          377  519  604
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.41          0.03 0.05 0.51          0.01 0.07 0.07          0.07 0.15 0.15
Crit Volume:           37          762          46          231
Crit Moves:           ****          ****          ****          ****
*****

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

```

*****
Intersection #101 Canoga Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.785
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        137          Level Of Service:          C
*****
Street Name:          Canoga Ave          Valerio St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             34  820    22          53 1467    29          39  89    24          100 232    105
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          34  820    22          53 1467    29          39  89    24          100 232    105
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           34  820    22          53 1467    29          39  89    24          100 232    105
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          34  820    22          53 1467    29          39  89    24          100 232    105
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          34  820    22          53 1467    29          39  89    24          100 232    105
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 1.96  0.04          1.00 0.79  0.21          1.00 0.69  0.31
Final Sat.:           1425 2850  1425          1425 2795    55          1425 1122  303          1425 981    444
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.29  0.02          0.04 0.52  0.52          0.03 0.08  0.08          0.07 0.24  0.24
Crit Volume:          34          748          113          337
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #102 Lurline Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.502
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Lurline Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    0    1          0    1    0    0    1          1    0    2    1    0          1    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             8    15    63          77    22    62          32 1085    10          54 1694    51
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           8    15    63          77    22    62          32 1085    10          54 1694    51
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           8    15    63          77    22    62          32 1085    10          54 1694    51
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          8    15    63          77    22    62          32 1085    10          54 1694    51
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          8    15    63          77    22    62          32 1085    10          54 1694    51
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.35 0.65 1.00          0.78 0.22 1.00          1.00 2.97 0.03          1.00 2.91 0.09
Final Sat.:           522  978 1500          1167 333 1500          1500 4459    41          1500 4368    132
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02 0.04          0.07 0.07 0.04          0.02 0.24 0.24          0.04 0.39 0.39
Crit Volume:           63    77          32          582
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #103 Mason Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.958
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Mason Ave          Sherman Way
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  2  0  1      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             72  589    69    184 1254    179    118 1095    57    239 1707    154
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          72  589    69    184 1254    179    118 1095    57    239 1707    154
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:          72  589    69    184 1254    179    118 1095    57    239 1707    154
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          72  589    69    184 1254    179    118 1095    57    239 1707    154
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         72  589    69    184 1254    179    118 1095    57    239 1707    154
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.79    0.21    1.00 2.00    1.00    1.00 2.85    0.15    1.00 2.75    0.25
Final Sat.:          1500 2685    315    1500 3000    1500    1500 4277    223    1500 4128    372
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.22    0.22    0.12 0.42    0.12    0.08 0.26    0.26    0.16 0.41    0.41
Crit Volume:          72          627          118          620
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #104 Owensmouth Ave/Wyandotte St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.304
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Wyandotte St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  0  1      1  0  1  1  0      0  1  0  0  1      0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:                35  182      5      7  635      26      18  17      75      16  37      19
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              35  182      5      7  635      26      18  17      75      16  37      19
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:               35  182      5      7  635      26      18  17      75      16  37      19
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              35  182      5      7  635      26      18  17      75      16  37      19
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:             35  182      5      7  635      26      18  17      75      16  37      19
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500  1500  1500 1500  1500 1500  1500  1500  1500 1500  1500
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00  1.00 1.00  1.00
Lanes:                   1.00 1.00  1.00  1.00 1.92  0.08  0.51  0.49  1.00  0.30  0.70  1.00
Final Sat.:              1500 1500  1500  1500 2882  118      771  729  1500  453 1047  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.02 0.12  0.00  0.00 0.22  0.22  0.02  0.02  0.05  0.04  0.04  0.01
Crit Volume:              35          331          75      16
Crit Moves:              ****          ****          ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #105 Sale Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.401
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Sale Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             13    7    97      10    3    28      10  828    11    80  679    5
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          13    7    97      10    3    28      10  828    11    80  679    5
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           13    7    97      10    3    28      10  828    11    80  679    5
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          13    7    97      10    3    28      10  828    11    80  679    5
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          13    7    97      10    3    28      10  828    11    80  679    5
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.65 0.35  1.00    0.77 0.23  1.00    1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           975  525  1500    1154 346  1500    1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01  0.06    0.01 0.01  0.02    0.01 0.28  0.01  0.05 0.23  0.00
Crit Volume:          97    10          414          80
Crit Moves:           ****    ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #106 Winnetka Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.000
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              87  738  114          126 1271  125          69  941  81          181 1228  87
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           87  738  114          126 1271  125          69  941  81          181 1228  87
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            87  738  114          126 1271  125          69  941  81          181 1228  87
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           87  738  114          126 1271  125          69  941  81          181 1228  87
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           87  738  114          126 1271  125          69  941  81          181 1228  87
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 1.73  0.27          1.00 1.82  0.18          1.00 1.84  0.16          1.00 1.87  0.13
Final Sat.:            1425 2469  381          1425 2595  255          1425 2624  226          1425 2661  189
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06 0.30  0.30          0.09 0.49  0.49          0.05 0.36  0.36          0.13 0.46  0.46
Crit Volume:           426          698          69          658
Crit Moves:
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #107 Sale Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.396
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Sale Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             15    15    16      39    19    28      38 1038    14      6  720    74
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           15    15    16      39    19    28      38 1038    14      6  720    74
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           15    15    16      39    19    28      38 1038    14      6  720    74
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          15    15    16      39    19    28      38 1038    14      6  720    74
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          15    15    16      39    19    28      38 1038    14      6  720    74
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.50 0.50  1.00    0.67 0.33  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           750  750  1500    1009 491  1500    1500 3000  1500    1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02  0.01    0.04 0.04  0.02    0.03 0.35  0.01    0.00 0.24  0.05
Crit Volume:          30          39          519          6
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #108 Winnetka Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.059
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             148  792  213          226 1090  261          85 1298  206  333 1939  64
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          148  792  213          226 1090  261          85 1298  206  333 1939  64
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           148  792  213          226 1090  261          85 1298  206  333 1939  64
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          148  792  213          226 1090  261          85 1298  206  333 1939  64
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          148  792  213          226 1090  261          85 1298  206  333 1939  64
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.42  0.58          1.00 2.59  0.41  1.00 2.90  0.10
Final Sat.:           1375 2750  1375          1375 3328  797          1375 3560  565  1375 3993  132
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.29  0.15          0.16 0.33  0.33          0.06 0.36  0.36  0.24 0.49  0.49
Crit Volume:          396          226          501  333
Crit Moves:           ****          ****          ****  ****
*****

```


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```

*****
Intersection #109 Winnetka Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.366
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    0    0          0    0    3    0    0          0    0    1    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    903    0          0    1531    0          0    18    0          0    39    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    903    0          0    1531    0          0    18    0          0    39    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    903    0          0    1531    0          0    18    0          0    39    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    903    0          0    1531    0          0    18    0          0    39    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0    903    0          0    1531    0          0    18    0          0    39    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.00 0.00 0.00 3.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00
Final Sat.:           0    3000    0          0    4500    0          0    1500    0          0    1500    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.30 0.00 0.00 0.34 0.00 0.00 0.01 0.00 0.00 0.03 0.00
Crit Volume:          0          510          0          39
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #110 Fallbrook Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.682
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  1  0      1  0  2  1  0      1  0  0  1  0      1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              24 1069  153      203 1554  37      40 246  45 122 142 104
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           24 1069  153      203 1554  37      40 246  45 122 142 104
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           24 1069  153      203 1554  37      40 246  45 122 142 104
Reduct Vol:            0      0      0      0      0      0      0      0      0      0
Reduced Vol:          24 1069  153      203 1554  37      40 246  45 122 142 104
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:         24 1069  153      203 1554  37      40 246  45 122 142 104
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.62  0.38 1.00 2.93  0.07 1.00 0.85  0.15 1.00 0.58  0.42
Final Sat.:          1500 3937  563 1500 4395  105 1500 1268  232 1500 866  634
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.27  0.27 0.14 0.35  0.35 0.03 0.19  0.19 0.08 0.16  0.16
Crit Volume:          407      203          291      122
Crit Moves:           ****      ****          ****      ****
*****

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*****
Intersection #111 Winnetka Ave/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.733
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        85          Level Of Service:          C
*****
Street Name:          Winnetka Ave          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  2  0  1          2  0  0  0  1          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             214 1005          0          0 1314  247          65    0    45          56  33    59
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          214 1005          0          0 1314  247          65    0    45          56  33    59
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           214 1005          0          0 1314  247          65    0    45          56  33    59
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          214 1005          0          0 1314  247          65    0    45          56  33    59
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:          214 1005          0          0 1314  247          72    0    45          56  33    59
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 2.00  0.00  0.00 2.00  1.00 2.00 0.00  1.00 1.00 0.36  0.64
Final Sat.:           1375 2750          0          0 2750  1375  2750    0 1375  1375 493    882
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.37  0.00  0.00 0.48  0.18  0.03 0.00  0.03 0.04 0.07  0.07
Crit Volume:          214          657          45          92
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #112 Winnetka Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.017
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  0  1          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             65 1234          42    134 1424          268    191 324          95    40 291          93
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
Initial Bse:          65 1234          42    134 1424          268    191 324          95    40 291          93
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Volume:           65 1234          42    134 1424          268    191 324          95    40 291          93
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          65 1234          42    134 1424          268    191 324          95    40 291          93
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
FinalVolume:          65 1234          42    134 1424          268    191 324          95    40 291          93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500          1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
Lanes:                1.00 1.93          0.07 1.00 1.68          0.32 1.00 1.00          1.00 0.09 0.69          0.22
Final Sat.:           1500 2901          99    1500 2525          475    1500 1500          1500    142 1029          329
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.43          0.43 0.09 0.56          0.56 0.13 0.22          0.06 0.28 0.28          0.28
Crit Volume:          65          846    191          424
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #113 Fallbrook Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.793
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  1  0  1      1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              51 1016      26      134 1424      207      191 351      109      29 236      93
Growth Adj:            1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:           51 1016      26      134 1424      207      191 351      109      29 236      93
User Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:           51 1016      26      134 1424      207      191 351      109      29 236      93
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          51 1016      26      134 1424      207      191 351      109      29 236      93
PCE Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:          51 1016      26      134 1424      207      191 351      109      29 236      93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                1.00 2.00      1.00      1.00 2.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Final Sat.:          1500 3000      1500      1500 3000      1500      1500 1500      1500      1500 1500      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.34      0.02      0.09 0.47      0.14      0.13 0.23      0.07      0.02 0.16      0.06
Crit Volume:          51          712          191          236
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #114 Winnetka Ave/Hatteras St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.455
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Hatteras St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             4 1134          26          19 1172          9          7          3          12          49          9          18
Growth Adj:           1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          4 1134          26          19 1172          9          7          3          12          49          9          18
User Adj:             1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           4 1134          26          19 1172          9          7          3          12          49          9          18
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          4 1134          26          19 1172          9          7          3          12          49          9          18
PCE Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          4 1134          26          19 1172          9          7          3          12          49          9          18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.96          0.04 1.00 1.98 0.02 0.32 0.14 0.54 0.64 0.12 0.24
Final Sat.:           1500 2933          67          1500 2977          23          477 205 818 967 178 355
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.39          0.39 0.01 0.39 0.39 0.01 0.01 0.01 0.05 0.05 0.05
Crit Volume:          580          19          7
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #115 Winnetka Ave / Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.641
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          B
*****
Street Name:          Winnetka Ave          Clark St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          0  1  0  1  0          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             83 1189          0          0 1214          54          64          3          196          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          83 1189          0          0 1214          54          64          3          196          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           83 1189          0          0 1214          54          64          3          196          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          83 1189          0          0 1214          54          64          3          196          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Final Volume:         83 1189          0          0 1214          54          64          3          196          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.00          0.00          0.00 1.91          0.09          0.49 0.51          1.00          0.00 0.00          0.00
Final Sat.:           1425 2850          0          0 2729          121          694 731          1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.42          0.00          0.00 0.44          0.44          0.09 0.00          0.14          0.00 0.00          0.00
Crit Volume:          83          634          196          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #116
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.627
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:      1 0 2 0 0 0 0 0 2 0 0 1 0 0 0 0 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      146 737 0 0 897 464 0 0 0 287 11 478
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 146 737 0 0 897 464 0 0 0 287 11 478
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 146 737 0 0 897 464 0 0 0 287 11 478
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 146 737 0 0 897 464 0 0 0 287 11 478
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
Final Volume: 146 737 0 0 897 464 0 0 0 316 11 526
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.11 0.04 1.85
Final Sat.: 1425 2850 0 0 2850 1425 0 0 0 1583 55 2637
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.10 0.26 0.00 0.00 0.31 0.33 0.00 0.00 0.00 0.20 0.20 0.20
Crit Volume: 146 464 0 284
Crit Moves: ****
*****

```


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```

*****
Intersection #117
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.719
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      1 0 0 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 489 165 362 748 0 418 0 282 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 489 165 362 748 0 418 0 282 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 489 165 362 748 0 418 0 282 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 489 165 362 748 0 418 0 282 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 489 165 362 748 0 418 0 282 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 2850 1425 1425 2850 0 1425 0 1425 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.17 0.12 0.25 0.26 0.00 0.29 0.00 0.20 0.00 0.00 0.00
Crit Volume: 245 362 418 0
Crit Moves: **** **** ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #118
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.909
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      2      0      1      0      1      1      0      2      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      107      349      65      369      539      253      217      1376      62      143      923      192
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      107      349      65      369      539      253      217      1376      62      143      923      192
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      107      349      65      369      539      253      217      1376      62      143      923      192
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      107      349      65      369      539      253      217      1376      62      143      923      192
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Final Volume:      107      349      65      406      539      253      217      1376      62      143      923      192
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.84      0.16      2.00      1.00      1.00      1.00      2.87      0.13      1.00      2.00      1.00
Final Sat.:      1425      1201      224      2850      1425      1425      1425      4091      184      1425      2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08      0.29      0.29      0.14      0.38      0.18      0.15      0.34      0.34      0.10      0.32      0.13
Crit Volume:      414      203      217      462
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #119 Sale Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.295
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Sale Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  0  1! 0  0        0  1  0  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              7    0    16        22    3    18        15 1064    22    36 1100    25
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           7    0    16        22    3    18        15 1064    22    36 1100    25
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:            7    0    16        22    3    18        15 1064    22    36 1100    25
Reduct Vol:            0    0    0         0    0    0         0    0    0         0    0    0
Reduced Vol:           7    0    16        22    3    18        15 1064    22    36 1100    25
PCE Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:           7    0    16        22    3    18        15 1064    22    36 1100    25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                 0.30 0.00  0.70    0.88 0.12  1.00    1.00 2.94  0.06    1.00 2.93  0.07
Final Sat.:            457    0  1043    1320 180  1500    1500 4409    91    1500 4400    100
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.00  0.02    0.02 0.02  0.01    0.01 0.24  0.24    0.02 0.25  0.25
Crit Volume:           23    22          362    36
Crit Moves:            ****    ****          ****    ****
*****

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*****
Intersection #120
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.041
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1 1 0      0 1 0 1 0      1 1 0 0 1      0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      125 492 20      20 885 609      690 65 177      17 120 42
Growth Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:      125 492 20      20 885 609      690 65 177      17 120 42
User Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:      125 492 20      20 885 609      690 65 177      17 120 42
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      125 492 20      20 885 609      690 65 177      17 120 42
PCE Adj:      1.00 1.00 1.00      2.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00      1.00 1.00 1.00      1.10 1.00 1.00      1.00 1.00 1.00
FinalVolume:      125 492 20      40 885 609      759 65 177      17 120 42
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:      1.00 1.92 0.08      0.03 1.18 0.79      1.84 0.16 1.00      0.09 0.68 0.23
Final Sat.:      1425 2739 111      38 1680 1131      2625 225 1425      135 955 334
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.18 0.18      0.52 0.53 0.54      0.29 0.29 0.12      0.13 0.13 0.13
Crit Volume:      125          767 412          179
Crit Moves:      ****          **** ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #121 Fallbrook Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.027
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Fallbrook Ave          Ventura Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Prot+Permit          Permitted
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  1  0  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             70  655  124          585  296  580          88  380  26          175  578  355
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          70  655  124          585  296  580          88  380  26          175  578  355
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           70  655  124          585  296  580          88  380  26          175  578  355
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          70  655  124          585  296  580          88  380  26          175  578  355
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         70  655  124          644  296  580          88  380  26          175  578  355
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.68  0.32          1.37 0.63  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          1375 2312  438          1884 866  1375          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.28  0.28          0.34 0.34  0.42          0.06 0.14  0.02          0.13 0.21  0.26
Crit Volume:          390          580          88          355
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #122 Woodlake Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.730
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        85          Level Of Service:          C
*****
Street Name:          Woodlake Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              15    84    35          80  228    40          33  326    103    474  557    90
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           15    84    35          80  228    40          33  326    103    474  557    90
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            15    84    35          80  228    40          33  326    103    474  557    90
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           15    84    35          80  228    40          33  326    103    474  557    90
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:          15    84    35          80  228    40          33  326    103    474  557    90
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.15 0.85  1.00          1.00 0.85  0.15          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:            208 1167  1375          1375 1170  205          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.07  0.03    0.06 0.19    0.19    0.02 0.12    0.07    0.34 0.20    0.07
Crit Volume:           99          268          163          474
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #123 Tampa Ave / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.011
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Tampa Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Prot+Permit      Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  0  1  0      2  0  1  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              68  105   34   579  156   287   81 1828   62   19 1109   288
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           68  105   34   579  156   287   81 1828   62   19 1109   288
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           68  105   34   579  156   287   81 1828   62   19 1109   288
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          68  105   34   579  156   287   81 1828   62   19 1109   288
PCE Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:               1.00 1.00   1.00   1.10 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          68  105   34   637  156   287   81 1828   62   19 1109   288
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 0.76   0.24   2.00 1.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:            1375 1039   336   2750 1375   1375   1375 2750   1375   1375 2750   1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.10   0.10   0.23 0.11   0.21   0.06 0.66   0.05   0.01 0.40   0.21
Crit Volume:           139          318          914          19
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #124 Tampa Ave / Ventura Fwy 101 EB offramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.446
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          Tampa Ave          Ventura Fwy 101 EB offramp
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  3  0  0          0  0  3  0  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  470          0  865          0  347          0  143          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  470          0  865          0  347          0  143          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0  470          0  865          0  347          0  143          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0  470          0  865          0  347          0  143          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0  470          0  865          0  347          0  143          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 3.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           0  4275          0  4275          0  1425          0  1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.11 0.00 0.00 0.20 0.00 0.24 0.00 0.10 0.00 0.00 0.00
Crit Volume:          0          288          347          0
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #125 Tampa Ave / Ventura Fwy 101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.748
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
Street Name:          Tampa Ave          Ventura Fwy 101 WB
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  3  0  0        0  0  2  0  1        0  0  0  0  0        1  0  1! 0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              221  593    0        0  683  646        0    0    0    182    0  361
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           221  593    0        0  683  646        0    0    0    182    0  361
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           221  593    0        0  683  646        0    0    0    182    0  361
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          221  593    0        0  683  646        0    0    0    182    0  361
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.10 1.00  1.10
Final Volume:         221  593    0        0  683  646        0    0    0    200    0  397
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 3.00  0.00    0.00 2.00  1.00    0.00 0.00  0.00    1.01 0.00  1.99
Final Sat.:           1425 4275    0        0 2850 1425        0    0    0    1433    0  2842
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.14  0.00    0.00 0.24  0.45    0.00 0.00  0.00    0.14 0.00  0.14
Crit Volume:          221          646          0          199
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #126 101 Ventura Fwy EB and Vanalden / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.912
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name: 101 Ventura Fwy EB and Vanalden          Ventura Blvd
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:      Permitted          Permitted          Protected          Protected
Rights:      Include          Include          Include          Include
Min. Green:    0    0    0          0    0    0          0    0    0          0    0    0
Lanes:        0    1    0    1    0          0    0    0    0    0          2    0    2    0    1          1    0    2    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      146    164    203          0    0    0          418    1851    76    117    1298    106
Growth Adj:    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:    146    164    203          0    0    0          418    1851    76    117    1298    106
User Adj:      1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:      1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:    146    164    203          0    0    0          418    1851    76    117    1298    106
Reduct Vol:    0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:    146    164    203          0    0    0          418    1851    76    117    1298    106
PCE Adj:      1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:      1.00    1.00    1.00    1.00    1.00    1.00    1.10    1.00    1.00    1.00    1.00    1.00
FinalVolume:    146    164    203          0    0    0          460    1851    76    117    1298    106
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:        0.57    0.64    0.79    0.00    0.00    0.00    2.00    2.00    1.00    1.00    2.00    1.00
Final Sat.:    811    911    1128          0    0    0          2850    2850    1425    1425    2850    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.18    0.18    0.18    0.00    0.00    0.00    0.16    0.65    0.05    0.08    0.46    0.07
Crit Volume:          257          0          926          117
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #127 Victory Blvd/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.984
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Victory Blvd          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    0    1          0    0    1    0    0          0    0    2    0    1          0    0    2    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             382    15    15          0    18    0          0 1268    510          0 2005    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          382    15    15          0    18    0          0 1268    510          0 2005    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           382    15    15          0    18    0          0 1268    510          0 2005    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          382    15    15          0    18    0          0 1268    510          0 2005    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          382    15    15          0    18    0          0 1268    510          0 2005    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.00 1.00 0.00 1.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.:           1425 1425 1425          0 1425    0          0 2850 1425          0 2850    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.27 0.01 0.01 0.00 0.01 0.00 0.00 0.44 0.36 0.00 0.70 0.00
Crit Volume:          382          18          0          1003
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #128 Corbin Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.073
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Corbin Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              39  588  125          145  897  271          88 1170  16          173 1673  124
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           39  588  125          145  897  271          88 1170  16          173 1673  124
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           39  588  125          145  897  271          88 1170  16          173 1673  124
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          39  588  125          145  897  271          88 1170  16          173 1673  124
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          39  588  125          145  897  271          88 1170  16          173 1673  124
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 1.65  0.35          1.00 1.54  0.46          1.00 1.97  0.03          1.00 1.86  0.14
Final Sat.:           1500 2474  526          1500 2304  696          1500 2960  40          1500 2793  207
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.24  0.24          0.10 0.39  0.39          0.06 0.40  0.40          0.12 0.60  0.60
Crit Volume:           39          584  88          899
Crit Moves:          ****          ****  ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #129 Tampa Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.026
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Tampa Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Protected          Prot+Permit          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             76  684  138      258 1066  226      81 1439  74      83 1563  97
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          76  684  138      258 1066  226      81 1439  74      83 1563  97
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           76  684  138      258 1066  226      81 1439  74      83 1563  97
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          76  684  138      258 1066  226      81 1439  74      83 1563  97
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          76  684  138      258 1066  226      81 1439  74      83 1563  97
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 2.00  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:           1425 2850  1425      1425 2850  1425      1425 2850  1425      1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.24  0.10      0.18 0.37  0.16      0.06 0.50  0.05      0.06 0.55  0.07
Crit Volume:          342          258          81          782
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #130
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          1.379
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      1 0 2 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      137 165      69      32 223      278      160 1502      101      51 814      10
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      137 165      69      32 223      278      160 1502      101      51 814      10
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      137 165      69      32 223      278      160 1502      101      51 814      10
Reduct Vol:      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      137 165      69      32 223      278      160 1502      101      51 814      10
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Final Volume:      137 165      69      32 223      278      160 1502      101      51 814      10
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.00      1.00      1.00 2.00      1.00      1.00 0.94      0.06      1.00 1.00      1.00
Final Sat.:      1500 3000      1500      1500 3000      1500      1500 1405      95      1500 1500      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.06      0.05      0.02 0.07      0.19      0.11 1.07      1.07      0.03 0.54      0.01
Crit Volume:      137          278          1603      51
Crit Moves:      ****          ****          ****      ****
*****

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*****
Intersection #131
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.764
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Prot+Permit
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      2 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      28 444 335 696 965 162 87 362 90 156 485 284
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 444 335 696 965 162 87 362 90 156 485 284
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 444 335 696 965 162 87 362 90 156 485 284
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 444 335 696 965 162 87 362 90 156 485 284
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 444 335 766 965 162 87 362 90 156 485 284
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 2.40 0.60 1.00 2.00 1.00
Final Sat.: 1425 2850 1425 2850 2850 1425 1425 3424 851 1425 2850 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.02 0.16 0.24 0.27 0.34 0.11 0.06 0.11 0.11 0.11 0.17 0.20
Crit Volume: 335 383 87 284
Crit Moves: **** **** **** ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #132
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.474
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 2 0 0      0 0 3 0 0      1 0 1! 0 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 771 0      0 1516 0      177 0 287      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 771 0      0 1516 0      177 0 287      0 0 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 771 0      0 1516 0      177 0 287      0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 771 0      0 1516 0      177 0 287      0 0 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.10  1.00 1.00 1.00
FinalVolume:  0 771 0      0 1516 0      195 0 316      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 2.00 0.00  0.00 3.00 0.00  1.14 0.00 1.86  0.00 0.00 0.00
Final Sat.:  0 2850 0      0 4275 0      1631 0 2644      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.27 0.00  0.00 0.35 0.00  0.12 0.00 0.12  0.00 0.00 0.00
Crit Volume:      386          505          170      0
Crit Moves:      ****          ****          ****
*****

```


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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #133
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.734
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      2 0 2 0 0      0 0 3 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      426 513 0      0 1156 524      0 0 0      383 11 393
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 426 513 0      0 1156 524      0 0 0      383 11 393
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 426 513 0      0 1156 524      0 0 0      383 11 393
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 426 513 0      0 1156 524      0 0 0      383 11 393
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 469 513 0      0 1156 524      0 0 0      421 11 432
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.46 0.04 1.50
Final Sat.: 2850 2850 0      0 4275 1425      0 0 0      2083 54 2138
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.16 0.18 0.00 0.00 0.27 0.37 0.00 0.00 0.00 0.20 0.20 0.20
Crit Volume: 234      524      0      288
Crit Moves: ****      ****      ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #134
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.618
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:      0 0 0 0 0      0 0 0 0 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0 0      0 0 0 0 0      0 653 880      0 1044 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0      0 0 0 0 0      0 653 880      0 1044 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0      0 0 0 0 0      0 653 880      0 1044 0
Reduct Vol: 0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Reduced Vol: 0 0 0 0 0      0 0 0 0 0      0 653 880      0 1044 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0      0 0 0 0 0      0 653 880      0 1044 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0 0      0 0 0 0 0      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.62 0.00 0.37 0.00
Crit Volume: 0 0 0 0 0      0 0 0 0 0      880 0
Crit Moves: *****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #135 Canoga Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.798
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71          Level Of Service:          C
*****
Street Name:          Canoga Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             76  583  306          145  633          6          16  688          88  263  580  197
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          76  583  306          145  633          6          16  688          88  263  580  197
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           76  583  306          145  633          6          16  688          88  263  580  197
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          76  583  306          145  633          6          16  688          88  263  580  197
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          76  583  306          145  633          6          16  688          88  263  580  197
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.31  0.69          1.00 1.98  0.02          1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 1967  1033          1500 2972          28          1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.30  0.30          0.10 0.21  0.21          0.01 0.23  0.06  0.18 0.19  0.13
Crit Volume:          445    145          344    263
Crit Moves:           ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #136 De Soto Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.046
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Prot+Permit          Prot+Permit          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  1  0      1  0  2  1  0      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              83 1308      140      135 1754      504      282 674      44      115 889      73
Growth Adj:            1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:           83 1308      140      135 1754      504      282 674      44      115 889      73
User Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:           83 1308      140      135 1754      504      282 674      44      115 889      73
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          83 1308      140      135 1754      504      282 674      44      115 889      73
PCE Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Final Volume:          83 1308      140      135 1754      504      282 674      44      115 889      73
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:            1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                 1.00 2.71      0.29      1.00 2.33      0.67      1.00 2.82      0.18      1.00 2.77      0.23
Final Sat.:            1375 3726      399      1375 3204      921      1375 3872      253      1375 3812      313
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06 0.35      0.35      0.10 0.55      0.55      0.21 0.17      0.17      0.08 0.23      0.23
Crit Volume:           83          753          282          321
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #137 Topanga Canyon Blvd/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.921
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Topanga Canyon Blvd          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  2  0  1          1  0  1  1  0          0  0  1! 0  0          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1579    357    114 1795    28          0    0    0    730    25    90
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           0 1579    357    114 1795    28          0    0    0    730    25    90
User Adj:              1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            0 1579    0    114 1795    28          0    0    0    730    25    90
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 1579    0    114 1795    28          0    0    0    730    25    90
PCE Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
Final Volume:          0 1579    0    114 1795    28          0    0    0    803    25    90
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 0.00 2.00    1.00    1.00 1.97    0.03    0.00 1.00    0.00    2.00 0.22    0.78
Final Sat.:            0 2850    1425    1425 2806    44          0 1425    0    2850    310    1115
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.55    0.00    0.08 0.64    0.64    0.00 0.00    0.00    0.28 0.08    0.08
Crit Volume:           790          912          0          402
Crit Moves:
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #138 Canoga Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.743
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          C
*****
Street Name:          Canoga Ave          Parthenia St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             33  681  237          82  852  24          55  461  135          318  806  232
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          33  681  237          82  852  24          55  461  135          318  806  232
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           33  681  237          82  852  24          55  461  135          318  806  232
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          33  681  237          82  852  24          55  461  135          318  806  232
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          33  681  237          82  852  24          55  461  135          318  806  232
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.48  0.52          1.00 1.95  0.05          1.00 2.00  1.00          1.00 1.55  0.45
Final Sat.:           1500 2225  775          1500 2918  82          1500 3000  1500          1500 2329  671
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.31  0.31          0.05 0.29  0.29          0.04 0.15  0.09          0.21 0.35  0.35
Crit Volume:          459          82          55          519
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #139 De Soto Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.890
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        131          Level Of Service:          D
*****
Street Name:          De Soto Ave          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  2  1  0      1  0  2  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                61 1283      74      86 1532      148      114 651      80      112 1036      164
Growth Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:              61 1283      74      86 1532      148      114 651      80      112 1036      164
User Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:              61 1283      74      86 1532      148      114 651      80      112 1036      164
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              61 1283      74      86 1532      148      114 651      80      112 1036      164
PCE Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:              61 1283      74      86 1532      148      114 651      80      112 1036      164
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                   1.00 2.84      0.16      1.00 2.74      0.26      1.00 1.78      0.22      1.00 1.73      0.27
Final Sat.:              1500 4255      245      1500 4104      396      1500 2672      328      1500 2590      410
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.04 0.30      0.30      0.06 0.37      0.37      0.08 0.24      0.24      0.07 0.40      0.40
Crit Volume:              61          560          114          600
Crit Moves:              ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #140 Fallbrook Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.883
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        159          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              102  254  400          47  191  48          33  675  189          474  762  231
Growth Adj:            1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:           102  254  400          47  191  48          33  675  189          474  762  231
User Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           102  254  400          47  191  48          33  675  189          474  762  231
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          102  254  400          47  191  48          33  675  189          474  762  231
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          102  254  400          47  191  48          33  675  189          474  762  231
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425  1425  1425          1425  1425  1425          1425  1425  1425          1425  1425  1425
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                1.00  2.00  1.00          1.00  2.00  1.00          1.00  2.00  1.00          1.00  2.00  1.00
Final Sat.:          1425  2850  1425          1425  2850  1425          1425  2850  1425          1425  2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07  0.09  0.28          0.03  0.07  0.03          0.02  0.24  0.13          0.33  0.27  0.16
Crit Volume:          400    47          338          474
Crit Moves:           ****    ****          ****          ****
*****

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

```

*****
Intersection #141 Shoup Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.887
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        127          Level Of Service:          D
*****
Street Name:          Shoup Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1        1  0  0  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             93  168  435          14  303  20          27 1047  97  358 1319  11
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          93  168  435          14  303  20          27 1047  97  358 1319  11
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           93  168  435          14  303  20          27 1047  97  358 1319  11
Reduct Vol:           0    0    0            0    0    0            0    0    0            0    0    0
Reduced Vol:          93  168  435          14  303  20          27 1047  97  358 1319  11
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:          93  168  435          14  303  20          27 1047  97  358 1319  11
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.00  1.00        1.00 0.94  0.06        1.00 2.00  1.00 1.00 2.00  1.00
Final Sat.:          1500 1500  1500        1500 1407  93          1500 3000  1500 1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.11  0.29        0.01 0.22  0.22        0.02 0.35  0.06 0.24 0.44  0.01
Crit Volume:          435    14              524    358
Crit Moves:           ****      ****              ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #142 Canoga Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.758
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60          Level Of Service:          C
*****
Street Name:          Canoga Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             77  641    86          88 1133    110          153  926    42          138 1022    135
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          77  641    86          88 1133    110          153  926    42          138 1022    135
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           77  641    86          88 1133    110          153  926    42          138 1022    135
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          77  641    86          88 1133    110          153  926    42          138 1022    135
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          77  641    86          88 1133    110          153  926    42          138 1022    135
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.87    0.13          1.00 3.00    1.00
Final Sat.:           1500 3000    1500          1500 3000    1500          1500 4305    195          1500 4500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.21    0.06    0.06 0.38    0.07    0.10 0.22    0.22    0.09 0.23    0.09
Crit Volume:          77          567          153          341
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #143 De Soto Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.784
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        105          Level Of Service:          C
*****
Street Name:          De Soto Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  1  0          2  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              96  857    40          72 1320    162    357  555    40    114  963    41
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           96  857    40          72 1320    162    357  555    40    114  963    41
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           96  857    40          72 1320    162    357  555    40    114  963    41
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          96  857    40          72 1320    162    357  555    40    114  963    41
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00    1.10 1.00  1.00    1.10 1.00  1.00    1.10 1.00  1.00
FinalVolume:          106  857    40          79 1320    162    393  555    40    125  963    41
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375    1375 1375  1375    1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                2.00 2.87  0.13    2.00 2.67  0.33    2.00 2.80  0.20    2.00 2.88  0.12
Final Sat.:          2750 3941  184    2750 3674  451    2750 3848  277    2750 3957  168
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.22  0.22    0.03 0.36  0.36    0.14 0.14  0.14    0.05 0.24  0.24
Crit Volume:          53          494    196          335
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #144 Mason Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.848
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        95          Level Of Service:          D
*****
Street Name:          Mason Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0        1  0  1  1  0        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             82  851    94          97 1150    168    142  926    69    93 1023    144
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          82  851    94          97 1150    168    142  926    69    93 1023    144
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           82  851    94          97 1150    168    142  926    69    93 1023    144
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          82  851    94          97 1150    168    142  926    69    93 1023    144
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         82  851    94          97 1150    168    142  926    69    93 1023    144
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 1.80    0.20    1.00 1.75    0.25    1.00 2.79    0.21    1.00 2.63    0.37
Final Sat.:          1500 2702    298    1500 2618    382    1500 4188    312    1500 3945    555
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.32    0.31    0.06 0.44    0.44    0.09 0.22    0.22    0.06 0.26    0.26
Crit Volume:          82          659    142          389
Crit Moves:          ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #145 Winnetka Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.839
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        142          Level Of Service:              D
*****
Street Name:          Winnetka Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             118  850  171          102 1062  131          143  858   88          136  952  133
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          118  850  171          102 1062  131          143  858   88          136  952  133
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           118  850  171          102 1062  131          143  858   88          136  952  133
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          118  850  171          102 1062  131          143  858   88          136  952  133
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          118  850  171          102 1062  131          143  858   88          136  952  133
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.72  0.28          1.00 2.63  0.37
Final Sat.:          1375 2750  1375          1375 2750  1375          1375 3741  384          1375 3619  506
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.31  0.12          0.07 0.39  0.10          0.10 0.23  0.23          0.10 0.26  0.26
Crit Volume:          118          531          143          362
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #146 Fallbrook Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.622
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             97  614  126          29  884  42          69  481  220          154  394  54
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          97  614  126          29  884  42          69  481  220          154  394  54
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           97  614  126          29  884  42          69  481  220          154  394  54
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          97  614  126          29  884  42          69  481  220          154  394  54
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          97  614  126          29  884  42          69  481  220          154  394  54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.76  0.24
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 2638  362
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.20  0.08          0.02 0.29  0.03          0.05 0.16  0.15          0.10 0.15  0.15
Crit Volume:          97          442          240          154
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #147 Shoup Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.626
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Street Name:          Shoup Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             80   600   39       66  764   15       56  492   122   224  570   72
Growth Adj:           1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
Initial Bse:          80   600   39       66  764   15       56  492   122   224  570   72
User Adj:             1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
PHF Volume:           80   600   39       66  764   15       56  492   122   224  570   72
Reduct Vol:           0    0    0         0    0    0         0    0    0         0    0    0
Reduced Vol:          80   600   39       66  764   15       56  492   122   224  570   72
PCE Adj:              1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
FinalVolume:          80   600   39       66  764   15       56  492   122   224  570   72
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500     1500 1500  1500     1500 1500  1500     1500 1500  1500
Adjustment:           1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
Lanes:               1.00 2.00  1.00     1.00 1.96  0.04     1.00 2.00  1.00     1.00 2.00  1.00
Final Sat.:           1500 3000  1500     1500 2942   58     1500 3000  1500     1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.20  0.03     0.04 0.26  0.26     0.04 0.16  0.08     0.15 0.19  0.05
Crit Volume:          80          390          246          224
Crit Moves:          ****              ****              ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #148 Mason Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.025
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Mason Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             107  673   35   141 1244   149   134  960   95   149 1083   116
Growth Adj:           1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
Initial Bse:          107  673   35   141 1244   149   134  960   95   149 1083   116
User Adj:             1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
PHF Volume:           107  673   35   141 1244   149   134  960   95   149 1083   116
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          107  673   35   141 1244   149   134  960   95   149 1083   116
PCE Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
Final Volume:         107  673   35   141 1244   149   134  960   95   149 1083   116
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500 1500 1500   1500 1500 1500   1500 1500 1500   1500
Adjustment:           1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00
Lanes:                1.00 1.90   0.10 1.00 1.79   0.21 1.00 1.82   0.18 1.00 1.81   0.19
Final Sat.:          1500 2852   148 1500 2679   321 1500 2730   270 1500 2710   290
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.24   0.24 0.09 0.46   0.46 0.09 0.35   0.35 0.10 0.40   0.40
Crit Volume:          107          697          134          600
Crit Moves:          ****              ****              ****              ****
*****

```


Future WP Unmitigated AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #149 Winnetka Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.908
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        157          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             109  780  127          138 1080  132          104  915  121          109 1080  139
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          109  780  127          138 1080  132          104  915  121          109 1080  139
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           109  780  127          138 1080  132          104  915  121          109 1080  139
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          109  780  127          138 1080  132          104  915  121          109 1080  139
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         109  780  127          138 1080  132          104  915  121          109 1080  139
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.77  0.23          1.00 1.77  0.23
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 2650  350          1500 2658  342
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.26  0.08          0.09 0.36  0.09          0.07 0.35  0.35          0.07 0.41  0.41
Crit Volume:          109          540          104          610
Crit Moves:          ****          ****          ****          ****
*****

```

Future WP Unmitigated AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #150 Fallbrook Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.810
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              134  734  176          97 1142  147          137  767  191          127  717  71
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           134  734  176          97 1142  147          137  767  191          127  717  71
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           134  734  176          97 1142  147          137  767  191          127  717  71
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          134  734  176          97 1142  147          137  767  191          127  717  71
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          134  734  176          97 1142  147          137  767  191          127  717  71
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:            1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.24  0.12          0.06 0.38  0.10          0.09 0.26  0.13          0.08 0.24  0.05
Crit Volume:           134          571          384          127
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Unmitigated AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #151 Winnetka Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.099
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             97  856  129          182 1319  127          119 1137  154          233 1534  184
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          97  856  129          182 1319  127          119 1137  154          233 1534  184
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           97  856  129          182 1319  127          119 1137  154          233 1534  184
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          97  856  129          182 1319  127          119 1137  154          233 1534  184
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          97  856  129          182 1319  127          119 1137  154          233 1534  184
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.74  0.26          1.00 1.82  0.18          1.00 2.64  0.36          1.00 2.68  0.32
Final Sat.:           1375 2390  360          1375 2508  242          1375 3633  492          1375 3683  442
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.36  0.36          0.13 0.53  0.53          0.09 0.31  0.31          0.17 0.42  0.42
Crit Volume:          97          723          119          573
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Unmitigated AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #152 Woodlake Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.408
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  1  0          0  1  0  1  0          0  1  0  1  0          0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              56  149    72          66  195    81          54  486    51          62  389    51
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           56  149    72          66  195    81          54  486    51          62  389    51
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           56  149    72          66  195    81          54  486    51          62  389    51
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          56  149    72          66  195    81          54  486    51          62  389    51
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          2.00 1.00  1.00          2.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         56  149    72          66  195    81          108  486    51          124  389    51
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.40 1.08  0.52          0.39 1.14  0.47          0.20 1.64  0.16          0.28 1.54  0.18
Final Sat.:           606 1614  780          579 1711  711          302 2461  237          423 2306  271
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.09  0.09          0.11 0.11  0.11          0.18 0.20  0.22          0.15 0.17  0.19
Crit Volume:          56          171          323          62
Crit Moves:          ****          ****          ****          ****
*****

```

Future WP Unmitigated PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

Scenario: Scenario Report
Future With Project-Unmitigated PM

Command: Exist AM
Volume: Future WP - No Bridge - PM
Geometry: Future Base - No Bridge
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Future WP Unmitigated PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #1 Vanowen/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.154
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Cyn Blvd          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             202 1810   236   169 1209   133   117  743   71   135  749   159
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          202 1810   236   169 1209   133   117  743   71   135  749   159
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           202 1810   236   169 1209   133   117  743   71   135  749   159
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          202 1810   236   169 1209   133   117  743   71   135  749   159
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          202 1810   236   169 1209   133   117  743   71   135  749   159
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.70   0.30   1.00 2.00   1.00   1.00 1.65   0.35
Final Sat.:           1425 2850   1425   1425 3851   424   1425 2850   1425   1425 2351   499
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.64   0.17   0.12 0.31   0.31   0.08 0.26   0.05   0.09 0.32   0.32
Crit Volume:          905          169          117          454
Crit Moves:           ****          ****          ****          ****
*****

```

Future WP Unmitigated PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #2 Vanowen/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.910
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        160          Level Of Service:          E
*****
Street Name:          Canoga Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  3  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:               177 1598   418   202 1053   139   203  930   76   165  799   158
Growth Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:            177 1598   418   202 1053   139   203  930   76   165  799   158
User Adj:                1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:             177 1598   418   202 1053   139   203  930   76   165  799   158
Reduct Vol:              0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:            177 1598   418   202 1053   139   203  930   76   165  799   158
PCE Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:            177 1598   418   202 1053   139   203  930   76   165  799   158
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                   1.00 3.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:             1500 4500   1500   1500 3000   1500   1500 3000   1500   1500 3000   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.12 0.36   0.28   0.13 0.35   0.09   0.14 0.31   0.05   0.11 0.27   0.11
Crit Volume:              533          202          465          165
Crit Moves:              ****          ****          ****          ****
*****

```


Future WP Unmitigated PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #3 Vanowen/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.191
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Prot+Permit
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  2  1  0      1  0  3  0  1      1  0  2  0  1      1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                63 1776      168      138 1043      224      192 1571      99      125 1005      144
Growth Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:              63 1776      168      138 1043      224      192 1571      99      125 1005      144
User Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:              63 1776      168      138 1043      224      192 1571      99      125 1005      144
Reduct Vol:               0      0      0      0      0      0      0      0      0      0
Reduced Vol:              63 1776      168      138 1043      224      192 1571      99      125 1005      144
PCE Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:              63 1776      168      138 1043      224      192 1571      99      125 1005      144
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                   1.00 2.74      0.26      1.00 3.00      1.00      1.00 2.00      1.00      1.00 1.75      0.25
Final Sat.:              1425 3906      369      1425 4275      1425      1425 2850      1425      1425 2493      357
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.04 0.45      0.45      0.10 0.24      0.16      0.13 0.55      0.07      0.09 0.40      0.40
Crit Volume:              648      138          786      125
Crit Moves:              ****      ****          ****      ****
*****

```

Future WP Unmitigated PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #4 Victory/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.154
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Cyn Blvd          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             189 1811   384   266 1061   128   202 1043   201   317 898   256
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          189 1811   384   266 1061   128   202 1043   201   317 898   256
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           189 1811   384   266 1061   128   202 1043   201   317 898   256
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          189 1811   384   266 1061   128   202 1043   201   317 898   256
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          189 1811   384   266 1061   128   222 1043   201   349 898   256
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.48   0.52   1.00 2.68   0.32   2.00 2.52   0.48   2.00 2.33   0.67
Final Sat.:           1375 3403   722   1375 3681   444   2750 3459   666   2750 3210   915
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.53   0.53   0.19 0.29   0.29   0.08 0.30   0.30   0.13 0.28   0.28
Crit Volume:          732    266          415    174
Crit Moves:           ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #5 Victory/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.087
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Canoga Ave          Victory Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0        1  0  2  1  0        1  0  3  1  0        1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             221 1531   398   153 938   192   183 1963   223   206 1565   228
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          221 1531   398   153 938   192   183 1963   223   206 1565   228
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           221 1531   398   153 938   192   183 1963   223   206 1565   228
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          221 1531   398   153 938   192   183 1963   223   206 1565   228
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          221 1531   398   153 938   192   183 1963   223   206 1565   228
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.38   0.62   1.00 2.49   0.51   1.00 3.59   0.41   1.00 3.49   0.51
Final Sat.:           1425 3393   882   1425 3549   726   1425 5119   581   1425 4975   725
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.45   0.45   0.11 0.26   0.26   0.13 0.38   0.38   0.14 0.31   0.31
Crit Volume:          643          153          547          206
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #6 Victory/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.158
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl              Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          2  0  3  1  0          2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              128 1251   533   131 826   315   683 2422   202   283 1474   141
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           128 1251   533   131 826   315   683 2422   202   283 1474   141
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           128 1251   533   131 826   315   683 2422   202   283 1474   141
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          128 1251   533   131 826   315   683 2422   202   283 1474   141
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          128 1251   533   131 826   315   751 2422   202   311 1474   141
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 2.10   0.90   1.00 2.17   0.83   2.00 3.69   0.31   2.00 3.00   1.00
Final Sat.:           1375 2893   1232   1375 2986   1139   2750 5077   423   2750 4125   1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.43   0.43   0.10 0.28   0.28   0.27 0.48   0.48   0.11 0.36   0.10
Crit Volume:           595          131          376          491
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #7 Erwin/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.861
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        103          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             313 1872   122   132 1368   52   182 247   164   194 465   160
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          313 1872   122   132 1368   52   182 247   164   194 465   160
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           313 1872   122   132 1368   52   182 247   164   194 465   160
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          313 1872   122   132 1368   52   182 247   164   194 465   160
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Final Volume:         313 1872   122   132 1368   52   182 247   164   194 465   160
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.82   0.18   1.00 2.89   0.11   1.00 1.20   0.80   1.00 1.49   0.51
Final Sat.:          1500 4225   275   1500 4335   165   1500 1803   1197   1500 2232   768
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.21 0.44   0.44   0.09 0.32   0.32   0.12 0.14   0.14   0.13 0.21   0.21
Crit Volume:          665   132          182          313
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #8 Erwin/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.980
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Owensmouth Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             167  731    77    208  661    445    414  733    176    89  523    148
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          167  731    77    208  661    445    414  733    176    89  523    148
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           167  731    77    208  661    445    414  733    176    89  523    148
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          167  731    77    208  661    445    414  733    176    89  523    148
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         167  731    77    208  661    445    414  733    176    89  523    148
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.81    0.19    1.00 1.20    0.80    1.00 1.61    0.39    1.00 1.56    0.44
Final Sat.:          1500 2714    286    1500 1793    1207    1500 2419    581    1500 2338    662
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.27    0.27    0.14 0.37    0.37    0.28 0.30    0.30    0.06 0.22    0.22
Crit Volume:          167          553    414          336
Crit Moves:          ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #9 Erwin/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.919
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Prot+Permit          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             212 1864    105          97 1246    215    259 412    178    105 344    250
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          212 1864    105          97 1246    215    259 412    178    105 344    250
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           212 1864    105          97 1246    215    259 412    178    105 344    250
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          212 1864    105          97 1246    215    259 412    178    105 344    250
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         212 1864    105          97 1246    215    259 412    178    105 344    250
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.84    0.16          1.00 2.56    0.44    1.00 1.40    0.60    1.00 1.16    0.84
Final Sat.:          1425 4047    228          1425 3646    629    1425 1990    860    1425 1651    1199
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.46    0.46          0.07 0.34    0.34    0.18 0.21    0.21    0.07 0.21    0.21
Crit Volume:          656    97          259
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #10 Erwin/Variel
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.535
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Variel Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             46  611    25          96  327    158    260  404    107    43  201    56
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          46  611    25          96  327    158    260  404    107    43  201    56
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           46  611    25          96  327    158    260  404    107    43  201    56
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          46  611    25          96  327    158    260  404    107    43  201    56
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         46  611    25          96  327    158    260  404    107    43  201    56
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.92    0.08    1.00 1.35    0.65    1.00 1.58    0.42    1.00 1.56    0.44
Final Sat.:          1500 2882    118    1500 2023    977    1500 2372    628    1500 2346    654
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.21    0.21    0.06 0.16    0.16    0.17 0.17    0.17    0.03 0.09    0.09
Crit Volume:          318          96          260          129
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #11 Erwin/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.637
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          De Soto Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  1! 0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             132 1883          30          23 1092          266          304 15          324          11 13          11
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          132 1883          30          23 1092          266          304 15          324          11 13          11
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           132 1883          30          23 1092          266          304 15          324          11 13          11
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          132 1883          30          23 1092          266          304 15          324          11 13          11
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.10 1.00          1.10          1.00 1.00          1.00
Final Volume:         132 1883          30          23 1092          266          334 15          356          11 13          11
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.95          0.05          1.00 2.41          0.59          1.42 0.06          1.52          1.00 1.08          0.92
Final Sat.:          1425 4208          67          1425 3438          837          2025 91          2159          1425 1544          1306
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.45          0.45          0.02 0.32          0.32          0.17 0.17          0.17          0.01 0.01          0.01
Crit Volume:          638          23          235          12
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #12 Oxnard/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.064
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Cyn Blvd          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              224 1840    335          96 1366          98    158 549    182    421 770    157
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           224 1840    335          96 1366          98    158 549    182    421 770    157
User Adj:              1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           224 1840    335          96 1366          98    158 549    182    421 770    157
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          224 1840    335          96 1366          98    158 549    182    421 770    157
PCE Adj:               1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          224 1840    335          96 1366          98    158 549    182    421 770    157
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.54    0.46          1.00 2.80    0.20    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           1425 3617    658          1425 3989    286    1425 2850    1425    1425 2850    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.51    0.51          0.07 0.34    0.34    0.11 0.19    0.13    0.30 0.27    0.11
Crit Volume:           725          96          275          421
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #13 Oxnard/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.824
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        82          Level Of Service:          D
*****
Street Name:          Canoga Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             210 1690   156   103 1267   97   194 745   179   145 478   87
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          210 1690   156   103 1267   97   194 745   179   145 478   87
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           210 1690   156   103 1267   97   194 745   179   145 478   87
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          210 1690   156   103 1267   97   194 745   179   145 478   87
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          210 1690   156   103 1267   97   194 745   179   145 478   87
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.75   0.25   1.00 2.79   0.21   1.00 2.00   1.00   1.00 1.69   0.31
Final Sat.:           1500 4120   380   1500 4180   320   1500 3000   1500   1500 2538   462
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.41   0.41   0.07 0.30   0.30   0.13 0.25   0.12   0.10 0.19   0.19
Crit Volume:          615   103          373   145
Crit Moves:           ****   ****          ****   ****
*****

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*****
Intersection #14 Oxnard/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.804
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73          Level Of Service:          D
*****
Street Name:          De Soto Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             123 1847    202          48 1358    194          238 429    337          46 208    23
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          123 1847    202          48 1358    194          238 429    337          46 208    23
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           123 1847    202          48 1358    194          238 429    337          46 208    23
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          123 1847    202          48 1358    194          238 429    337          46 208    23
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          123 1847    202          48 1358    194          238 429    337          46 208    23
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.70    0.30          1.00 2.62    0.38          1.00 1.00    1.00          1.00 1.80    0.20
Final Sat.:           1500 4056    444          1500 3938    563          1500 1500    1500          1500 2701    299
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.46    0.46          0.03 0.34    0.34          0.16 0.29    0.22          0.03 0.08    0.08
Crit Volume:          683          48          429          46
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #15 Califa/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.764
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  2  1  0          1  0  3  0  0          0  0  0  0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2240   116   114 1760   0    0    0    0    1    0   245
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 2240   116   114 1760   0    0    0    0    1    0   245
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 2240   116   114 1760   0    0    0    0    1    0   245
Reduct Vol:           0    0    0          0    0    0    0    0    0    0    0    0
Reduced Vol:          0 2240   116   114 1760   0    0    0    0    1    0   245
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0 2240   116   114 1760   0    0    0    0    1    0   245
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.85   0.15   1.00 3.00   0.00 0.00 0.00 0.00 0.01 0.00 0.99
Final Sat.:           0 4278   222   1500 4500   0    0    0    0    6    0  1494
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.52   0.52   0.08 0.39   0.00 0.00 0.00 0.00 0.16 0.00 0.16
Crit Volume:          785          114          0          246
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #16 Califa/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.541
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             18  511    59    188  506    27    43  183    72    189  192    295
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          18  511    59    188  506    27    43  183    72    189  192    295
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           18  511    59    188  506    27    43  183    72    189  192    295
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          18  511    59    188  506    27    43  183    72    189  192    295
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          18  511    59    188  506    27    43  183    72    189  192    295
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.79    0.21    1.00 1.90    0.10    1.00 1.44    0.56    1.00 1.00    1.00
Final Sat.:           1500 2689    311    1500 2848    152    1500 2153    847    1500 1500    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.19    0.19    0.13 0.18    0.18    0.03 0.08    0.09    0.13 0.13    0.20
Crit Volume:          285          188          43          295
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #17 Califa/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.767
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Canoga Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             182 1802    165          84 1630    65    215 190    280    124 165    101
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          182 1802    165          84 1630    65    215 190    280    124 165    101
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           182 1802    165          84 1630    65    215 190    280    124 165    101
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          182 1802    165          84 1630    65    215 190    280    124 165    101
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          182 1802    165          84 1630    65    215 190    280    124 165    101
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.75    0.25          1.00 2.88    0.12    1.00 1.00    1.00    1.00 1.24    0.76
Final Sat.:           1500 4123    377          1500 4327    173    1500 1500    1500    1500 1861    1139
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.44    0.44          0.06 0.38    0.38    0.14 0.13    0.19    0.08 0.09    0.09
Crit Volume:          182          565          280    124
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #18 Califa/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.779
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        84          Level Of Service:          C
*****
Street Name:          De Soto Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    2    1    0          0    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             82 2244          0          0 1608          146          0    0    362          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
Initial Bse:          82 2244          0          0 1608          146          0    0    362          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
PHF Volume:           82 2244          0          0 1608          146          0    0    362          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          82 2244          0          0 1608          146          0    0    362          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
Final Volume:         82 2244          0          0 1608          146          0    0    362          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425 1425 1425 1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
Lanes:               1.00 3.00          0.00          0.00 2.75          0.25          0.00 0.00          1.00 0.00 0.00 0.00
Final Sat.:          1425 4275          0          0 3919          356          0    0    1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.52          0.00          0.00 0.41          0.41          0.00 0.00          0.25 0.00 0.00 0.00
Crit Volume:          748          0          0          362          0
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #19 Burbank/US-101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.613
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:          US-101 WB On-Ramp          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    1    1    0          2    0    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          0    0    0          0    376    59    1192    621    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          0    0    0          0    376    59    1192    621    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          0    376    59    1192    621    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          0    376    59    1192    621    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
FinalVolume:           0    0    0          0    0    0          0    376    59    1311    621    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.00 1.00 0.00          1.00 1.73 0.27          2.00 1.00 0.00
Final Sat.:            0    0    0          0 1425    0          1425 2463 387          2850 1425    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.00 0.15 0.15          0.46 0.44 0.00
Crit Volume:           0          0          218    656
Crit Moves:
*****

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*****
Intersection #20 Burbank/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.013
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Cyn Blvd          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          1  0  3  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              454 2087   354          50 1226   385          57 174   187          394 969   68
Growth Adj:            1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Initial Bse:           454 2087   354          50 1226   385          57 174   187          394 969   68
User Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Volume:           454 2087   354          50 1226   385          57 174   187          394 969   68
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          454 2087   354          50 1226   385          57 174   187          394 969   68
PCE Adj:               1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
MLF Adj:               1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
FinalVolume:          454 2087   354          50 1226   385          57 174   187          394 969   68
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425   1425          1425 1425   1425          1425 1425   1425          1425 1425   1425
Adjustment:            1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Lanes:                 1.00 3.00   1.00          1.00 3.00   1.00          1.00 1.00   1.00          1.00 1.87   0.13
Final Sat.:           1425 4275   1425          1425 4275   1425          1425 1425   1425          1425 2663   187
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.32 0.49   0.25          0.04 0.29   0.27          0.04 0.12   0.13          0.28 0.36   0.36
Crit Volume:           454          409          187          394
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #21 Burbank/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.852
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        98          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  0  1  0          1  0  1  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              122    99    137    165    40    506    211    438    78    55    710    169
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           122    99    137    165    40    506    211    438    78    55    710    169
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           122    99    137    165    40    506    211    438    78    55    710    169
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          122    99    137    165    40    506    211    438    78    55    710    169
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:          122    99    137    165    40    506    211    438    78    55    710    169
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                1.00  0.42  0.58  1.00  1.00  1.00  1.00  2.00  1.00  1.00  1.62  0.38
Final Sat.:           1500  629    871  1500  1500  1500  1500  3000  1500  1500  2423    577
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08  0.16  0.16  0.11  0.03  0.34  0.14  0.15  0.05  0.04  0.29  0.29
Crit Volume:          122          506    211          440
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #22 Burbank/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.884
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        160          Level Of Service:          D
*****
Street Name:          Canoga Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permit+Prot          Prot+Permit          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             239 1669    82          95 1454    213    133 281    306    159 651    164
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          239 1669    82          95 1454    213    133 281    306    159 651    164
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           239 1669    82          95 1454    213    133 281    306    159 651    164
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          239 1669    82          95 1454    213    133 281    306    159 651    164
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          239 1669    82          95 1454    213    133 281    306    159 651    164
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.86    0.14    1.00 2.62    0.38    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           1425 4075    200    1425 3729    546    1425 2850    1425    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.41    0.41    0.07 0.39    0.39    0.09 0.10    0.21    0.11 0.23    0.12
Crit Volume:          239          556          306    159
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #23 Burbank(N)/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.788
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        88          Level Of Service:          C
*****
Street Name:          De Soto Ave          Burbank Blvd (N)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted            Permitted            Split Phase          Split Phase
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  0          0  0  2  1  0          2  0  0  0  2          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             109 1389          0          0 1770  196  651  0  551          0  0  0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          109 1389          0          0 1770  196  651  0  551          0  0  0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           109 1389          0          0 1770  196  651  0  551          0  0  0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0  0  0
Reduced Vol:          109 1389          0          0 1770  196  651  0  551          0  0  0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10  1.00 1.00  1.00
Final Volume:         109 1389          0          0 1770  196  716  0  606          0  0  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 3.00  0.00  0.00 2.70  0.30  2.00 0.00  2.00  0.00 0.00  0.00
Final Sat.:           1425 4275          0          0 3849  426  2850  0  2850          0  0  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.32  0.00  0.00 0.46  0.46  0.25 0.00  0.21  0.00 0.00  0.00
Crit Volume:          109          655  358          0
Crit Moves:          ****          ****  ****
*****

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*****
Intersection #24 US-101 WB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.606
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          Canoga Ave          US-101 WB Off-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    3    0    0          0    0    4    0    0          0    0    0    0    0          1    0    0    0    2
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    848          0          0    1840          0          0    0    0          230    0    735
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0    848          0          0    1840          0          0    0    0          230    0    735
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0    848          0          0    1840          0          0    0    0          230    0    735
Reduct Vol:            0    0          0          0    0          0          0    0    0          0    0    0
Reduced Vol:           0    848          0          0    1840          0          0    0    0          230    0    735
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
Final Volume:          0    848          0          0    1840          0          0    0    0          230    0    809
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 3.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.:            0    4275          0          0    5700          0          0    0    0          1425    0    2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.20 0.00 0.00 0.32 0.00 0.00 0.00 0.00 0.16 0.00 0.28
Crit Volume:           0          460          0          404
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #25 US-101 WB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.833
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        112          Level Of Service:          D
*****
Street Name:          De Soto Ave          US-101 WB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  0          0  0  4  0  1          0  0  0  0  0          1  0  1! 0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              252 1045          0          0 1708  643          0    0    0          291    0    507
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           252 1045          0          0 1708  643          0    0    0          291    0    507
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           252 1045          0          0 1708  643          0    0    0          291    0    507
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          252 1045          0          0 1708  643          0    0    0          291    0    507
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:          252 1045          0          0 1708  643          0    0    0          320    0    558
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  1.09 0.00  1.91
Final Sat.:           1425 2850          0          0 5700  1425          0    0    0          1559    0    2716
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.37  0.00  0.00 0.30  0.45  0.00 0.00  0.00  0.21 0.00  0.21
Crit Volume:          252          643          0          293
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #26 US-101 EB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.580
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 EB On-Ramp
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    1          2    0    2    0    0          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    843    311          936 1154          0    0    0    0          0    0    0
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          0    843    311          936 1154          0    0    0    0          0    0    0
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           0    843    311          936 1154          0    0    0    0          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0    0          0    0    0
Reduced Vol:          0    843    311          936 1154          0    0    0    0          0    0    0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:         0    843    311          1030 1154          0    0    0    0          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 3.00 1.00          2.00 2.00 0.00          0.00 0.00 0.00          0.00 0.00 0.00
Final Sat.:           0 4275 1425          2850 2850          0    0    0    0          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.20 0.22          0.36 0.40 0.00          0.00 0.00 0.00          0.00 0.00 0.00
Crit Volume:          311    515          0    0    0          0
Crit Moves:           ****    ****
*****

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*****
Intersection #27 US-101 EB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.710
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        64          Level Of Service:          C
*****
Street Name:          De Soto Ave          US-101 EB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    3    0    1          2    0    2    0    0          1    1    0    0    1          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    747    257    840    832    0    530    2    247    0    0    0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0    747    257    840    832    0    530    2    247    0    0    0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0    747    257    840    832    0    530    2    247    0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    747    257    840    832    0    530    2    247    0    0    0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Volume:          0    747    257    924    832    0    583    2    247    0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 0.00 3.00 1.00 2.00 2.00 0.00 1.99 0.01 1.00 0.00 0.00 0.00
Final Sat.:            0 4275 1425 2850 2850    0 2840 10 1425    0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.17 0.18 0.32 0.29 0.00 0.21 0.21 0.17 0.00 0.00 0.00
Crit Volume:           257    462          293          0
Crit Moves:            ****    ****          ****
*****

```

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

```

*****
Intersection #28 Topanga Canyon Blvd/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.041
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              11 1794    155    124 1644    48    91    60    9    394 132    184
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           11 1794    155    124 1644    48    91    60    9    394 132    184
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           11 1794    155    124 1644    48    91    60    9    394 132    184
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          11 1794    155    124 1644    48    91    60    9    394 132    184
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          11 1794    155    124 1644    48    91    60    9    394 132    184
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 0.87    0.13    1.00 1.00    1.00
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 1239    186    1425 1425    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.63    0.11    0.09 0.58    0.03    0.06 0.05    0.05    0.28 0.09    0.13
Crit Volume:          897          124          69          394
Crit Moves:           ****          ****          ****          ****
*****

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

```

*****
Intersection #29 Topanga Canyon Blvd/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.449
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              248  882  267          195 1382  937          663 1088  96          480  861  118
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           248  882  267          195 1382  937          663 1088  96          480  861  118
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           248  882  267          195 1382  937          663 1088  96          480  861  118
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          248  882  267          195 1382  937          663 1088  96          480  861  118
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          248  882  267          195 1382  937          729 1088  96          528  861  118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          2.00 2.00  1.00          2.00 2.00  1.00
Final Sat.:          1375 2750  1375          1375 2750  1375          2750 2750  1375          2750 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.32  0.19          0.14 0.50  0.68          0.27 0.40  0.07          0.19 0.31  0.09
Crit Volume:          248          937          544          264
Crit Moves:          ****          ****          ****          ****
*****

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

```

*****
Intersection #30 Topanga Canyon Blvd/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.326
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              118 1833    235    213 1173    162    115 1187    120    107 1091    189
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           118 1833    235    213 1173    162    115 1187    120    107 1091    189
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           118 1833    235    213 1173    162    115 1187    120    107 1091    189
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          118 1833    235    213 1173    162    115 1187    120    107 1091    189
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          118 1833    235    213 1173    162    115 1187    120    107 1091    189
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.82    0.18    1.00 1.70    0.30
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 2588    262    1425 2429    421
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.64    0.16    0.15 0.41    0.11    0.08 0.46    0.46    0.08 0.45    0.45
Crit Volume:           917          213          654    107
Crit Moves:            ****          ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #31 Shoup Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.002
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Sherman Way
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             164 1345   103   121  685   150   209 1202   129   57  551   62
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          164 1345   103   121  685   150   209 1202   129   57  551   62
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           164 1345   103   121  685   150   209 1202   129   57  551   62
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          164 1345   103   121  685   150   209 1202   129   57  551   62
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          164 1345   103   121  685   150   209 1202   129   57  551   62
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 1.86   0.14   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           1500 2787   213   1500 3000   1500   1500 3000   1500   1500 3000   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.48   0.48   0.08 0.23   0.10   0.14 0.40   0.09   0.04 0.18   0.04
Crit Volume:          724   121          601          57
Crit Moves:           ****    ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #32 Topanga Canyon Blvd/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.235
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              168 1683   315   119 1202   129   259 1183   164   266 1017   151
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           168 1683   315   119 1202   129   259 1183   164   266 1017   151
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           168 1683   315   119 1202   129   259 1183   164   266 1017   151
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          168 1683   315   119 1202   129   259 1183   164   266 1017   151
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          168 1683   315   119 1202   129   285 1183   164   293 1017   151
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 2.00   1.00   1.00 2.00   1.00   2.00 2.00   1.00   2.00 1.74   0.26
Final Sat.:           1375 2750   1375   1375 2750   1375   2750 2750   1375   2750 2394   356
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.61  0.23   0.09 0.44   0.09   0.10 0.43   0.12   0.11 0.42   0.42
Crit Volume:           841          119          592          146
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #33 Owensmouth Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.830
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        85          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  1  0  1      1  0  1  1  0      1  0  2  0  1      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              110  451  254      64  328      76      77 1150      95  155 1001      65
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           110  451  254      64  328      76      77 1150      95  155 1001      65
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           110  451  254      64  328      76      77 1150      95  155 1001      65
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          110  451  254      64  328      76      77 1150      95  155 1001      65
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          110  451  254      64  328      76      77 1150      95  155 1001      65
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500      1500 1500  1500      1500 1500  1500  1500 1500  1500
Adjustment:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 1.00  1.00      1.00 1.62  0.38      1.00 2.00  1.00  1.00 1.88  0.12
Final Sat.:           1500 1500  1500      1500 2436  564      1500 3000  1500  1500 2817  183
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.30  0.17      0.04 0.13  0.13      0.05 0.38  0.06  0.10 0.36  0.36
Crit Volume:           451          64          575          155
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #34 Canoga Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.238
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Canoga Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:               137 1506   309   144  926   161   152 1497   200   211 1266   158
Growth Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:            137 1506   309   144  926   161   152 1497   200   211 1266   158
User Adj:                1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:             137 1506   309   144  926   161   152 1497   200   211 1266   158
Reduct Vol:              0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:            137 1506   309   144  926   161   152 1497   200   211 1266   158
PCE Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:            137 1506   309   144  926   161   152 1497   200   211 1266   158
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.67   0.33
Final Sat.:             1500 3000   1500   1500 3000   1500   1500 3000   1500   1500 4001   499
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.09 0.50   0.21   0.10 0.31   0.11   0.10 0.50   0.13   0.14 0.32   0.32
Crit Volume:              753          144          749          211
Crit Moves:              ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #35 De Soto Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.281
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             131 1814    275    186 1056    188    235 2113    166    184 1093    226
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          131 1814    275    186 1056    188    235 2113    166    184 1093    226
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           131 1814    275    186 1056    188    235 2113    166    184 1093    226
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          131 1814    275    186 1056    188    235 2113    166    184 1093    226
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         131 1814    275    186 1056    188    235 2113    166    184 1093    226
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.61    0.39    1.00 2.55    0.45    1.00 2.78    0.22    1.00 3.00    1.00
Final Sat.:           1425 3712    563    1425 3629    646    1425 3964    311    1425 4275    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.49    0.49    0.13 0.29    0.29    0.16 0.53    0.53    0.13 0.26    0.16
Crit Volume:          696          186          760          184
Crit Moves:           ****          ****          ****          ****
*****

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

```

*****
Intersection #36 Fallbrook Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.955
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Fallbrook Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             120 1886   135          79 1580   205          149 544   115          119 524   123
Growth Adj:           1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Initial Bse:          120 1886   135          79 1580   205          149 544   115          119 524   123
User Adj:             1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Volume:           120 1886   135          79 1580   205          149 544   115          119 524   123
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          120 1886   135          79 1580   205          149 544   115          119 524   123
PCE Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Final Volume:         120 1886   135          79 1580   205          149 544   115          119 524   123
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500          1500 1500   1500          1500 1500   1500          1500 1500   1500
Adjustment:           1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Lanes:                1.00 2.00   1.00          1.00 2.00   1.00          1.00 2.00   1.00          1.00 2.00   1.00
Final Sat.:           1500 3000   1500          1500 3000   1500          1500 3000   1500          1500 3000   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.63   0.09          0.05 0.53   0.14          0.10 0.18   0.08          0.08 0.17   0.08
Crit Volume:          943          79          149          262
Crit Moves:           ****          ****          ****          ****
*****

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

```

*****
Intersection #37 Shoup Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.905
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        151          Level Of Service:          E
*****
Street Name:          Shoup Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  2  0  1    1  0  2  0  1    1  0  1  1  0    1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             141 1496    97    57  659    115    158  816    96    96  728    119
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          141 1496    97    57  659    115    158  816    96    96  728    119
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           141 1496    97    57  659    115    158  816    96    96  728    119
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          141 1496    97    57  659    115    158  816    96    96  728    119
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          141 1496    97    57  659    115    158  816    96    96  728    119
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.79    0.21    1.00 2.00    1.00
Final Sat.:           1500 3000    1500    1500 3000    1500    1500 2684    316    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.50    0.06    0.04 0.22    0.08    0.11 0.30    0.30    0.06 0.24    0.08
Crit Volume:          748          57          456          96
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #38 Owensmouth Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.928
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Owensmouth Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             132  921  378          141  506  160          141 1228  104  176  911  166
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          132  921  378          141  506  160          141 1228  104  176  911  166
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           132  921  378          141  506  160          141 1228  104  176  911  166
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          132  921  378          141  506  160          141 1228  104  176  911  166
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          132  921  378          141  506  160          141 1228  104  176  911  166
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 1.52  0.48          1.00 2.00  1.00  1.00 1.69  0.31
Final Sat.:           1500 3000  1500          1500 2279  721          1500 3000  1500  1500 2538  462
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.31  0.25          0.09 0.22  0.22          0.09 0.41  0.07  0.12 0.36  0.36
Crit Volume:           461          141          614          176
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #39 Variel Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.812
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          D
*****
Street Name:          Variel Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             122    3    99          15    6    12          14 1781    60    58 1106    16
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          122    3    99          15    6    12          14 1781    60    58 1106    16
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           122    3    99          15    6    12          14 1781    60    58 1106    16
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          122    3    99          15    6    12          14 1781    60    58 1106    16
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          122    3    99          15    6    12          14 1781    60    58 1106    16
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.55 0.01  0.44          0.46 0.18  0.36          1.00 1.93  0.07  1.00 1.97  0.03
Final Sat.:           817    20    663          682  273    545          1500 2902    98    1500 2957    43
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.15  0.15          0.02 0.02  0.02          0.01 0.61  0.61  0.04 0.37  0.37
Crit Volume:          224    15          921    58
Crit Moves:           ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #40 Topanga Canyon Blvd/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.757
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              24 1962          85          96 1304          62  138  11  12  139  23  79
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           24 1962          85          96 1304          62  138  11  12  139  23  79
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           24 1962          85          96 1304          62  138  11  12  139  23  79
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          24 1962          85          96 1304          62  138  11  12  139  23  79
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:          24 1962          85          96 1304          62  138  11  12  139  23  79
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425  1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 2.88  0.12  1.00 2.86  0.14  0.86 0.07  0.07  1.00 1.00  1.00
Final Sat.:            1425 4097  178  1425 4081  194  1221  97  106  1425 1425  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.48  0.48  0.07 0.32  0.32  0.11 0.11  0.11  0.10 0.02  0.06
Crit Volume:           682          96          161  139
Crit Moves:            ****          ****          ****  ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #41 Woodlake Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.878
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        118          Level Of Service:          D
*****
Street Name:          Woodlake Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          1  0  1  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              92  250  119          88  82  226          201  848          36          86  963  170
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           92  250  119          88  82  226          201  848          36          86  963  170
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            92  250  119          88  82  226          201  848          36          86  963  170
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           92  250  119          88  82  226          201  848          36          86  963  170
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           92  250  119          88  82  226          201  848          36          86  963  170
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.20 0.54  0.26          1.00 1.00  1.00          1.00 1.92  0.08          1.00 1.70  0.30
Final Sat.:            299  813  387          1500 1500  1500          1500 2878  122          1500 2550  450
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.31 0.31  0.31          0.06 0.05  0.15          0.13 0.29  0.29          0.06 0.38  0.38
Crit Volume:           461          88          201          567
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #42 Fallbrook Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.023
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Fallbrook Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             364 1205    126    320 1105    300    435 772    167    100 1106    285
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          364 1205    126    320 1105    300    435 772    167    100 1106    285
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           364 1205    126    320 1105    300    435 772    167    100 1106    285
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          364 1205    126    320 1105    300    435 772    167    100 1106    285
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          364 1205    126    320 1105    300    435 772    167    100 1106    285
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    1.00 2.36    0.64    1.00 2.47    0.53    1.00 2.39    0.61
Final Sat.:          1425 2850    1425    1425 3362    913    1425 3515    760    1425 3399    876
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26 0.42    0.09    0.22 0.33    0.33    0.31 0.22    0.22    0.07 0.33    0.33
Crit Volume:          603          320          435          100
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #43 Shoup Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.073
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             217 1444   134   115 721   91    98 940   135   107 1043   172
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          217 1444   134   115 721   91    98 940   135   107 1043   172
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           217 1444   134   115 721   91    98 940   135   107 1043   172
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          217 1444   134   115 721   91    98 940   135   107 1043   172
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Final Volume:         217 1444   134   115 721   91    98 940   135   107 1043   172
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 1.83   0.17   1.00 1.78   0.22   1.00 1.75   0.25   1.00 1.72   0.28
Final Sat.:           1500 2745   255   1500 2664   336   1500 2623   377   1500 2575   425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.53   0.53   0.08 0.27   0.27   0.07 0.36   0.36   0.07 0.41   0.40
Crit Volume:          789    115          98          608
Crit Moves:           ****      ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #44 Westfield Way (Pvt)/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.659
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          B
*****
Street Name:          Westfield Way (Pvt)          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    1    0    0    1          1    0    3    1    0          1    0    3    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              84    8    103    163    7    181    220 1875    91    50 1628    186
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           84    8    103    163    7    181    220 1875    91    50 1628    186
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           84    8    103    163    7    181    220 1875    91    50 1628    186
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          84    8    103    163    7    181    220 1875    91    50 1628    186
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          84    8    103    163    7    181    220 1875    91    50 1628    186
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.91 0.09 1.00 0.96 0.04 1.00 1.00 3.81 0.19 1.00 3.59 0.41
Final Sat.:          1301 124 1425 1366 59 1425 1425 5436 264 1425 5116 584
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06 0.07 0.12 0.12 0.13 0.15 0.34 0.34 0.04 0.32 0.32
Crit Volume:          84          181    220          454
Crit Moves:          ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #45 Owensmouth Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.042
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Owensmouth Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  3  1  0          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              201 1295    260    245  657    229    209 1655    115    116 1442    258
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           201 1295    260    245  657    229    209 1655    115    116 1442    258
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           201 1295    260    245  657    229    209 1655    115    116 1442    258
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          201 1295    260    245  657    229    209 1655    115    116 1442    258
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:          201 1295    260    245  657    229    230 1655    115    128 1442    258
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.00    1.00    1.00 2.00    1.00    2.00 3.74    0.26    2.00 3.39    0.61
Final Sat.:           1375 2750    1375    1375 2750    1375    2750 5143    357    2750 4665    835
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.15 0.47    0.19    0.18 0.24    0.17    0.08 0.32    0.32    0.05 0.31    0.31
Crit Volume:           648          245          115          425
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #46 Variel Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.999
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Variel Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  0  1  0          0  0  0  0  0          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              321    0    559          0    0    0          0 2628    297    133 1771    0
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           321    0    559          0    0    0          0 2628    297    133 1771    0
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            321    0    559          0    0    0          0 2628    297    133 1771    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           321    0    559          0    0    0          0 2628    297    133 1771    0
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:           321    0    559          0    0    0          0 2628    297    133 1771    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 0.00  1.00          0.00 0.00  0.00          1.00 3.59  0.41  1.00 4.00  0.00
Final Sat.:            1425    0    1425          0    0    0          1425 5121  579    1425 5700    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.23 0.00  0.39          0.00 0.00  0.00          0.00 0.51  0.51  0.09 0.31  0.00
Crit Volume:           559          0          731    133
Crit Moves:                ****                ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #47 Mason Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.082
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Mason Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:               Permitted        Protected        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                 0  1  1  1  0      1  0  2  0  1      1  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              167  248  120      182  182  378      711  2391  190      56  1413  253
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           167  248  120      182  182  378      711  2391  190      56  1413  253
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           167  248  120      182  182  378      711  2391  190      56  1413  253
Reduct Vol:            0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          167  248  120      182  182  378      711  2391  190      56  1413  253
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Final Volume:         167  248  120      182  182  378      711  2391  190      56  1413  253
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.94 1.39  0.67      1.00 2.00  1.00      1.00 3.00  1.00      1.00 3.00  1.00
Final Sat.:          1334 1982  959      1425 2850  1425      1425 4275  1425      1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.13  0.13      0.13 0.06  0.27      0.50 0.56  0.13      0.04 0.33  0.18
Crit Volume:           178    182          711          471
Crit Moves:           ****      ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #48 Owensmouth Ave/Canyon Creek Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.825
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        106          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Canyon Creek Rd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             356 1299          0          0 1023          73          74          0          272          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          356 1299          0          0 1023          73          74          0          272          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           356 1299          0          0 1023          73          74          0          272          0    0    0
Reduct Vol:           0    0    0          0    0    0          0          0    0    0          0    0    0
Reduced Vol:          356 1299          0          0 1023          73          74          0          272          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          356 1299          0          0 1023          73          74          0          272          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.00          0.00          0.00 1.87          0.13          1.00 0.00          1.00          0.00 0.00          0.00
Final Sat.:           1425 2850          0          0 2660          190          1425          0          1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.25 0.46          0.00          0.00 0.38          0.38          0.05 0.00          0.19          0.00 0.00          0.00
Crit Volume:          356          548          272          0
Crit Moves:          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #49 Shoup Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.957
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Split Phase      Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      0  0  1! 0  0      1  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             22 1434    151    147 844    12        7    7    10    242 12 400
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          22 1434    151    147 844    12        7    7    10    242 12 400
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           22 1434    151    147 844    12        7    7    10    242 12 400
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          22 1434    151    147 844    12        7    7    10    242 12 400
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.10 1.00 1.00
Final Volume:         22 1434    151    147 844    12        7    7    10    266 12 400
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.81    0.19    1.00 1.97    0.03    0.29 0.29 0.42 1.91 0.09 1.00
Final Sat.:           1425 2578    272    1425 2810    40      416 416    594 2727 123 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.56    0.56    0.10 0.30    0.30    0.02 0.02 0.02 0.10 0.10 0.28
Crit Volume:          793          147          24          400
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #50 Shoup Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.156
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  2  0  1      1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             114 1195   168   158 808   52   102 1311   78   83 792   222
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          114 1195   168   158 808   52   102 1311   78   83 792   222
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           114 1195   168   158 808   52   102 1311   78   83 792   222
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          114 1195   168   158 808   52   102 1311   78   83 792   222
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          114 1195   168   158 808   52   102 1311   78   83 792   222
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 1.75   0.25   1.00 1.88   0.12   1.00 2.00   1.00   1.00 1.00   1.00
Final Sat.:           1500 2630   370   1500 2819   181   1500 3000   1500   1500 1500   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.45   0.45   0.11 0.29   0.29   0.07 0.44   0.05   0.06 0.53   0.15
Crit Volume:          682   158          102          792
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #51 Owensmouth Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.605
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             215  451  145          116  385  108          142  729  138          74  608  160
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          215  451  145          116  385  108          142  729  138          74  608  160
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           215  451  145          116  385  108          142  729  138          74  608  160
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          215  451  145          116  385  108          142  729  138          74  608  160
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          215  451  145          116  385  108          142  729  138          74  608  160
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.51  0.49          1.00 1.56  0.44          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1500 2270  730          1500 2343  657          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.20  0.20          0.08 0.16  0.16          0.09 0.24  0.09          0.05 0.20  0.11
Crit Volume:          215          247  142          304
Crit Moves:          ****          ****  ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #52
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.838
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        89          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 1 0      1 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      94 1286      68      103 769      87      126 226      47      38 258      93
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      94 1286      68      103 769      87      126 226      47      38 258      93
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      94 1286      68      103 769      87      126 226      47      38 258      93
Reduct Vol:      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      94 1286      68      103 769      87      126 226      47      38 258      93
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      94 1286      68      103 769      87      126 226      47      38 258      93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 1.90      0.10      1.00 1.80      0.20      1.00 1.00      1.00      1.00 0.74      0.26
Final Sat.:      1500 2849      151      1500 2695      305      1500 1500      1500      1500 1103      397
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06 0.45      0.45      0.07 0.29      0.29      0.08 0.15      0.03      0.03 0.23      0.23
Crit Volume:      677      103      126      351
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #53 Shoup Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.346
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Ventura Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0    1    1    0    0    1    1    0    2    1    0    1    0    3    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             67    497    181    502    162    289    163    1048    59    147    1429    819
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          67    497    181    502    162    289    163    1048    59    147    1429    819
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           67    497    181    502    162    289    163    1048    59    147    1429    819
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          67    497    181    502    162    289    163    1048    59    147    1429    819
PCE Adj:              1.00    1.00    1.00    4.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.10    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          67    497    181    552    162    289    163    1048    59    147    1429    819
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                0.18    1.33    0.49    1.55    0.45    1.00    1.00    2.84    0.16    1.00    3.00    1.00
Final Sat.:           256    1901    692    2204    646    1425    1425    4047    228    1425    4275    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26    0.26    0.26    0.25    0.25    0.20    0.11    0.26    0.26    0.10    0.33    0.57
Crit Volume:          372          357          369          819
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #54 US-101 EB/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.079
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          US-101 EB On Ramp          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    1          0    0    0    0          1    0    2    0    0          0    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    1736          0    0    0          1013 1099          0          0 1487    88
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    1736          0    0    0          1013 1099          0          0 1487    88
User Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          1013 1099          0          0 1487    88
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          1013 1099          0          0 1487    88
PCE Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:          0    0    0          0    0    0          1013 1099          0          0 1487    88
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 1.00          0.00 0.00 0.00          1.00 2.00 0.00          0.00 2.83 0.17
Final Sat.:            0    0    1425          0    0    0          1425 2850          0          0 4036    239
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.71 0.39 0.00          0.00 0.37 0.37
Crit Volume:           0          0          1013          525
Crit Moves:
*****

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*****
Intersection #55
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.848
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        150          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Ignore      Ignore      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 3 0 0      0 0 3 0 0      0 0 0 0 1      0 0 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2403      0 0 1716      0 0 0 585      0 0 0 741
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 2403      0 0 1716      0 0 0 585      0 0 0 741
User Adj:     1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:   0 2403      0 0 1716      0 0 0 0      0 0 0 741
Reduct Vol:   0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 2403      0 0 1716      0 0 0 0      0 0 0 741
PCE Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.10
FinalVolume:  0 2403      0 0 1716      0 0 0 0      0 0 0 815
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 3.00 0.00 0.00 3.00 0.00 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:   0 4275      0 0 4275      0 0 0 1425      0 0 0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.56 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.00 0.00 0.29
Crit Volume:   801      0      0
Crit Moves:    ****      ****      ****
*****

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*****
Intersection #56
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.228
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 1      1 0 2 1 0      2 0 2 1 0      2 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      241 1557      383      324 1079      97      732 1000      127      240 711      443
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      241 1557      383      324 1079      97      732 1000      127      240 711      443
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      241 1557      383      324 1079      97      732 1000      127      240 711      443
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      241 1557      383      324 1079      97      732 1000      127      240 711      443
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.10 1.00      1.00
FinalVolume:      241 1557      383      324 1079      97      805 1000      127      264 711      443
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      1.00      1.00 2.75      0.25      2.00 2.66      0.34      2.00 2.00      1.00
Final Sat.:      1375 4125      1375      1375 3785      340      2750 3660      465      2750 2750      1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.18 0.38      0.28      0.24 0.29      0.29      0.29 0.27      0.27      0.10 0.26      0.32
Crit Volume:      519      324      403      443
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #57
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.899
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 0 1      2 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      184 327 53 292 431 389 565 1141 171 94 1067 246
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 184 327 53 292 431 389 565 1141 171 94 1067 246
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 184 327 53 292 431 389 565 1141 171 94 1067 246
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 327 53 292 431 389 565 1141 171 94 1067 246
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 184 327 53 292 431 389 622 1141 171 94 1067 246
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.72 0.28 1.00 1.00 1.00 2.00 2.61 0.39 1.00 3.00 1.00
Final Sat.: 1425 2453 398 1425 1425 1425 2850 3718 557 1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.20 0.30 0.27 0.22 0.31 0.31 0.07 0.25 0.17
Crit Volume: 184 431 311 356
Crit Moves: ****
*****

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```

*****
Intersection #58
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.058
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      2 0 1 0 1      1 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      66 217 113 633 252 386 360 1224 77 80 1128 597
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 66 217 113 633 252 386 360 1224 77 80 1128 597
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 66 217 113 633 252 386 360 1224 77 80 1128 597
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 217 113 633 252 386 360 1224 77 80 1128 597
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 66 217 113 696 252 386 360 1224 77 80 1128 597
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.32 0.68 2.00 1.00 1.00 1.00 2.82 0.18 1.00 3.00 1.00
Final Sat.: 1425 1874 976 2850 1425 1425 1425 4022 253 1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.05 0.12 0.12 0.24 0.18 0.27 0.25 0.30 0.30 0.06 0.26 0.42
Crit Volume: 165 386 360 597
Crit Moves: **** **** **** ****
*****

```


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*****
Intersection #59
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.656
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      6 1738      1 10 1385      14 51 7 8      16 15 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 1738      1 10 1385      14 51 7 8      16 15 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 1738      1 10 1385      14 51 7 8      16 15 4
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 6 1738      1 10 1385      14 51 7 8      16 15 4
PCE Adj: 6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 36 1738      1 60 1385      14 51 7 8      16 15 4
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.99 0.01 0.01 1.97 0.02 0.77 0.11 0.12 0.46 0.43 0.11
Final Sat.: 10 2988      2 22 2949      29 1159 159 182      686 643 171
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.57 0.58 0.59 0.45 0.47 0.49 0.04 0.04 0.04 0.02 0.02 0.02
Crit Volume: 888 10 51 35
Crit Moves: **** **** **** ****
*****

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

```

*****
Intersection #60
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.595
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 0 0 1      1 0 0 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      83 1989      1      18 1001      71      121      0      46      16      0      16
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      83 1989      1      18 1001      71      121      0      46      16      0      16
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      83 1989      1      18 1001      71      121      0      46      16      0      16
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      83 1989      1      18 1001      71      121      0      46      16      0      16
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      83 1989      1      18 1001      71      121      0      46      16      0      16
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.99      0.01      1.00 2.80      0.20      1.00 0.00      1.00      1.00 0.00      1.00
Final Sat.:      1375 4123      2      1375 3852      273      1375      0      1375      1375      0      1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06 0.48      0.48      0.01 0.26      0.26      0.09 0.00      0.03      0.01 0.00      0.01
Crit Volume:      663      18      121      16
Crit Moves:      ****      ****      ****      ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #61 De Soto Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.740
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          C
*****
Street Name:          De Soto Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             108 1835  117          92 1061  79          75  62  142          89  31  115
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          108 1835  117          92 1061  79          75  62  142          89  31  115
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           108 1835  117          92 1061  79          75  62  142          89  31  115
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          108 1835  117          92 1061  79          75  62  142          89  31  115
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          108 1835  117          92 1061  79          75  62  142          89  31  115
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.82  0.18          1.00 2.79  0.21          0.27 0.22  0.51          0.38 0.13  0.49
Final Sat.:           1500 4230  270          1500 4188  312          403 333  763          568 198  734
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.43  0.43          0.06 0.25  0.25          0.19 0.19  0.19          0.16 0.16  0.16
Crit Volume:          651    92          279    89
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #62
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.552
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 3 0 0      0 0 1! 0 0      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2235      13      7 1815      0      0 0 0      0      30 0 15
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
Reduct Vol:  0 0 0      0      0 0 0      0      0 0 0      0      0 0 0
Reduced Vol:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 2.98 0.02 1.00 3.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00
Final Sat.:  1425 4250      25 1425 4275      0      0 1425      0 1425 0 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.53 0.53 0.00 0.42 0.00 0.00 0.00 0.00 0.02 0.00 0.01
Crit Volume:      749      7      0      30
Crit Moves:      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #63 Canoga Ave/Trillium Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.725
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Trillium Dwy (Pvt)
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Split Phase        Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    2    1    0    2    0    3    0    0    0    0    0    0    0    1    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2133    185    92 1424    0    0    0    0    261    0    132
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 2133    185    92 1424    0    0    0    0    261    0    132
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 2133    185    92 1424    0    0    0    0    261    0    132
Reduct Vol:           0    0    0        0    0    0    0    0    0    0    0    0
Reduced Vol:          0 2133    185    92 1424    0    0    0    0    261    0    132
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0 2133    185    101 1424    0    0    0    0    287    0    132
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.76    0.24    2.00 3.00    0.00 0.00 0.00 0.00 1.37 0.00 0.63
Final Sat.:           1425 3934    341    2850 4275    0    0    0    0    1952    0    898
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.54    0.54    0.04 0.33    0.00 0.00 0.00 0.00 0.15 0.00 0.15
Crit Volume:          773    51          0    210
Crit Moves:          ****    ****          ****
*****

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*****
Intersection #64 De Soto Ave/Warner Center Lane (Pvt)/Serrania Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.586
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          De Soto Ave          Warner Center Lane (Pvt)/Serrania
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              32 2060          62          51 1839          62          20    0    117          4    23    53
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           32 2060          62          51 1839          62          20    0    117          4    23    53
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           32 2060          62          51 1839          62          20    0    117          4    23    53
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          32 2060          62          51 1839          62          20    0    117          4    23    53
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          32 2060          62          51 1839          62          20    0    117          4    23    53
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 3.00          1.00          1.00 2.90          0.10          0.15 0.00          0.85          0.05 0.29          0.66
Final Sat.:           1500 4500          1500          1500 4353          147          219    0    1281          75    431          994
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.46          0.04          0.03 0.42          0.42          0.09 0.00          0.09          0.05 0.05          0.05
Crit Volume:           687          51          137          4
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #65 Canoga Ave Warner Ranch Rd (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.600
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Canoga Ave          Warner Ranch Rd (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          1  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             16 1672    51          79 1970    14          0    0    8          31    0    222
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          16 1672    51          79 1970    14          0    0    8          31    0    222
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           16 1672    51          79 1970    14          0    0    8          31    0    222
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          16 1672    51          79 1970    14          0    0    8          31    0    222
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Final Volume:         16 1672    51          79 1970    14          0    0    8          31    0    222
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.91    0.09          1.00 2.98    0.02          0.00 0.00    1.00          1.00 0.00    1.00
Final Sat.:           1500 4367    133          1500 4468    32          0    0    1500          1500    0    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.38    0.38          0.05 0.44    0.44          0.00 0.00    0.01          0.02 0.00    0.15
Crit Volume:          16          661          0          222
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #66
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.682
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      86 1585      83 173 1873      67 170 41 112      62 6 109
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 86 1585 83 173 1873 67 170 41 112 62 6 109
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 1585 83 173 1873 67 170 41 112 62 6 109
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 1585 83 173 1873 67 170 41 112 62 6 109
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 86 1585 83 173 1873 67 187 41 112 62 6 109
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.85 0.15 1.00 2.90 0.10 2.00 1.00 1.00 1.00 0.05 0.95
Final Sat.: 1375 3920 205 1375 3983 142 2750 1375 1375 1375 72 1303
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.06 0.40 0.40 0.13 0.47 0.47 0.07 0.03 0.08 0.05 0.08 0.08
Crit Volume: 556 173 94 115
Crit Moves: **** **** **** ****
*****

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*****
Intersection #67 Owensmouth Ave/Promenade Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.370
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Promenade Dwy (Pvt)
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  1  1  0      1  0  1  1  0      0  1  0  1  0      0  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              57  782      22      15  597      81      71  33      64      54      8      26
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           57  782      22      15  597      81      71  33      64      54      8      26
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           57  782      22      15  597      81      71  33      64      54      8      26
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          57  782      22      15  597      81      71  33      64      54      8      26
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          57  782      22      15  597      81      71  33      64      54      8      26
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500  1500
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
Lanes:                 1.00 1.95  0.05  1.00 1.76  0.24  0.85 0.39  0.76  1.00 0.41  0.59
Final Sat.:           1500 2918      82  1500 2642      358  1268 589  1143  1500 614  886
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.04 0.27  0.27  0.01 0.23  0.23  0.06 0.06  0.06  0.04 0.01  0.03
Crit Volume:              402      15              84      54
Crit Moves:              ****      ****              ****      ****
*****

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*****
Intersection #68 Owensmouth Ave/West Valley Way (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.649
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          West Valley Way (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    0          0    0    1    1    0          1    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             16 1315          0          0 800          24 267          0 83          0 0          0
Growth Adj:           1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          16 1315          0          0 800          24 267          0 83          0 0          0
User Adj:             1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           16 1315          0          0 800          24 267          0 83          0 0          0
Reduct Vol:           0    0          0          0 0          0          0 0          0          0 0          0
Reduced Vol:          16 1315          0          0 800          24 267          0 83          0 0          0
PCE Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:         16 1315          0          0 800          24 267          0 83          0 0          0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00          0.00 0.00 1.94 0.06 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850          0          0 2767          83 1425          0 1425          0 0          0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.46          0.00 0.00 0.29 0.29 0.19 0.00 0.06 0.00 0.00 0.00
Crit Volume:          658          0          267          0
Crit Moves:           ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #69 Canoga Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.474
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Canoga Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  2  1  0          1  0  2  0  0          0  0  0  0  0          1  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1974          18          0 1251          0          0    0    0          20    0    2
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1974          18          0 1251          0          0    0    0          20    0    2
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1974          18          0 1251          0          0    0    0          20    0    2
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1974          18          0 1251          0          0    0    0          20    0    2
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0 1974          18          0 1251          0          0    0    0          22    0    2
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               0.00 2.97 0.03 1.00 2.00 0.00 0.00 0.00 0.00 1.83 0.00 0.17
Final Sat.:           0 4236          39 1425 2850          0          0    0    0          2613    0    238
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.47 0.47 0.00 0.44 0.00 0.00 0.00 0.00 0.01 0.00 0.01
Crit Volume:          664          0          0          12
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #70 AMC Dwy/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.794
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        90          Level Of Service:          C
*****
Street Name:          AMC Dwy          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1!  0  0      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             81    5    84      88    1    81      197  969    51      50 1350    141
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          81    5    84      88    1    81      197  969    51      50 1350    141
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           81    5    84      88    1    81      197  969    51      50 1350    141
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          81    5    84      88    1    81      197  969    51      50 1350    141
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          81    5    84      88    1    81      197  969    51      50 1350    141
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.48 0.03  0.49      0.99 0.01  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:           679   42   704      1409  16  1425      1425 2850  1425      1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.12  0.12      0.06 0.06  0.06      0.14 0.34  0.04      0.04 0.47  0.10
Crit Volume:          170          89          197          675
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #71 Eton Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.859
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        132          Level Of Service:          D
*****
Street Name:          Eton Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1    0    1    0    1    0    1    0    1    0    1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:              52    0    72        4    1    10        2 1872    321    52 1240    0
Growth Adj:            1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:           52    0    72        4    1    10        2 1872    321    52 1240    0
User Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           52    0    72        4    1    10        2 1872    321    52 1240    0
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          52    0    72        4    1    10        2 1872    321    52 1240    0
PCE Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Volume:         52    0    72        4    1    10        2 1872    321    52 1240    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425    1425 1425 1425    1425 1425 1425    1425 1425 1425
Adjustment:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:               1.00 0.00 1.00    1.00 0.09 0.91    1.00 1.71 0.29    1.00 2.00 1.00
Final Sat.:          1425    0 1425    1425 130 1295    1425 2433 417    1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.00 0.05    0.00 0.01 0.01    0.00 0.77 0.77    0.04 0.44 0.00
Crit Volume:          72    4          1097    52
Crit Moves:          ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #72 Independence Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.814
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          D
*****
Street Name:          Independence Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  0  1          0  0  1! 0  0          1  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              4    0    79          22    1    19          30 1804          64    125 1207          51
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           4    0    79          22    1    19          30 1804          64    125 1207          51
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            4    0    79          22    1    19          30 1804          64    125 1207          51
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           4    0    79          22    1    19          30 1804          64    125 1207          51
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           4    0    79          22    1    19          30 1804          64    125 1207          51
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 0.00  1.00          0.53 0.02  0.45          1.00 1.93  0.07          1.00 2.00  1.00
Final Sat.:          1425    0  1425          746   34   645          1425 2752    98          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00  0.06          0.03 0.03  0.03          0.02 0.66  0.66          0.09 0.42  0.04
Crit Volume:          79    22          934          125
Crit Moves:           ****    ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #73 Variel Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.297
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Variel Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             22    19    45          49    75    22          46    111    85          35    32    84
Growth Adj:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:          22    19    45          49    75    22          46    111    85          35    32    84
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           22    19    45          49    75    22          46    111    85          35    32    84
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          22    19    45          49    75    22          46    111    85          35    32    84
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          22    19    45          49    75    22          46    111    85          35    32    84
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500          1500  1500  1500          1500  1500  1500          1500  1500  1500
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                0.26  0.22  0.52          0.34  0.51  0.15          0.19  0.46  0.35          0.23  0.21  0.56
Final Sat.:           384    331    785          503    771    226          285    688    527          348    318    834
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06  0.06  0.06          0.10  0.10  0.10          0.16  0.16  0.16          0.10  0.10  0.10
Crit Volume:          22          146          242          35
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #74 Variel Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.783
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        66          Level Of Service:          C
*****
Street Name:          Variel Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  1  0          0  1  0  1  0          0  1  0  1  0          0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              48  264  207  265  99  136  189  761  70  46  409  121
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           48  264  207  265  99  136  189  761  70  46  409  121
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           48  264  207  265  99  136  189  761  70  46  409  121
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          48  264  207  265  99  136  189  761  70  46  409  121
PCE Adj:              1.00 1.00  1.00  2.00 1.00  1.00  2.00 1.00  1.00  4.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          48  264  207  530  99  136  378  761  70  184  409  121
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.18 1.02  0.80  1.00 0.64  0.36  0.45 1.43  0.12  0.21 1.45  0.34
Final Sat.:           277 1526  1197  1500 967  533  682 2144  174  315 2177  508
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.17  0.17  0.18 0.10  0.26  0.28 0.35  0.40  0.15 0.19  0.24
Crit Volume:          260  265          605  46
Crit Moves:           ****  ****          ****  ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #75 Variel Ave/Califa St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.439
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Variel Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             13    28    5    125    5    74    270  167    4    1    53    83
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          13    28    5    125    5    74    270  167    4    1    53    83
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           13    28    5    125    5    74    270  167    4    1    53    83
Reduct Vol:           0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:          13    28    5    125    5    74    270  167    4    1    53    83
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:          13    28    5    125    5    74    270  167    4    1    53    83
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:               0.28  0.61  0.11  0.62  0.02  0.36  0.61  0.38  0.01  0.01  0.39  0.60
Final Sat.:          424   913   163   919   37   544   918   568   14    11   580   909
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03  0.03  0.03  0.14  0.14  0.14  0.29  0.29  0.29  0.09  0.09  0.09
Crit Volume:          13          204          441          1
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #76 Warner Center Lane/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.370
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Center Lane          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          74    0    159          45    881    0          0    427    17
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          74    0    159          45    881    0          0    427    17
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          74    0    159          45    881    0          0    427    17
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          74    0    159          45    881    0          0    427    17
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:          0    0    0          74    0    159          45    881    0          0    427    17
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.32 0.00 0.68          1.00 3.00 0.00          0.00 1.92 0.08
Final Sat.:            0    0    0          453    0    972          1425 4275    0          0    2741    109
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.16 0.00 0.16          0.03 0.21 0.00          0.00 0.16 0.16
Crit Volume:           0          233          294          0
Crit Moves:
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #77 De Soto/Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.693
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          De Soto          Clark St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1  1  0        0  1  4  0  0        0  0  0  0  0        0  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1599   156       73 2405   0         0    0    0         0    0    37
Growth Adj:           1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
Initial Bse:          0 1599   156       73 2405   0         0    0    0         0    0    37
User Adj:             1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
PHF Volume:           0 1599   156       73 2405   0         0    0    0         0    0    37
Reduct Vol:           0    0    0         0    0    0         0    0    0         0    0    0
Reduced Vol:          0 1599   156       73 2405   0         0    0    0         0    0    37
PCE Adj:              1.00 1.00  1.00     6.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
Final Volume:         0 1599   156       438 2405   0         0    0    0         0    0    37
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425     1425 1425  1425     1425 1425  1425     1425 1425  1425
Adjustment:           1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
Lanes:                0.00 1.82  0.18     1.00 4.00  0.00     0.00 0.00  0.00     0.00 0.00  1.00
Final Sat.:           0 2597   253     1425 5700   0         0    0    0         0    0  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.62  0.62     0.05 0.42  0.00     0.00 0.00  0.00     0.00 0.00  0.03
Crit Volume:          878    73         0
Crit Moves:           ****    ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #78 Warner Ranch Rd (Pvt)/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.381
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Ranch Rd (Pvt)          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          1    0    0    0    1          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          228    0    213          16    557    0          0    569    28
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          228    0    213          16    557    0          0    569    28
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          228    0    213          16    557    0          0    569    28
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    0    0          228    0    213          16    557    0          0    569    28
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:          0    0    0          228    0    213          16    557    0          0    569    28
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          1.00 0.00 1.00          1.00 3.00 0.00          0.00 1.91 0.09
Final Sat.:            0    0    0          1425    0    1425          1425 4275    0          0    2716    134
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.16 0.00 0.15          0.01 0.13 0.00          0.00 0.21 0.21
Crit Volume:           0          228          16          299
Crit Moves:
*****

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*****
Intersection #79 Owensmouth Ave/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.331
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Marylee St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             30  421    20          10  725    39          40    4    37          4    0    13
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          30  421    20          10  725    39          40    4    37          4    0    13
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           30  421    20          10  725    39          40    4    37          4    0    13
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          30  421    20          10  725    39          40    4    37          4    0    13
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          30  421    20          10  725    39          40    4    37          4    0    13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.91  0.09          1.00 1.90  0.10          0.49 0.05  0.46          0.24 0.00  0.76
Final Sat.:           1500 2864  136          1500 2847  153          741    74    685          353    0  1147
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.15  0.15          0.01 0.25  0.25          0.05 0.05  0.05          0.01 0.00  0.01
Crit Volume:          30          382          81          4
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #80 Topanga Canyon Blvd/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.604
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Marylee St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  2  1  0          1  0  3  0  0          0  0  0  0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2168    44          78 1733    0          0    0    0          17    0    73
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          0 2168    44          78 1733    0          0    0    0          17    0    73
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           0 2168    44          78 1733    0          0    0    0          17    0    73
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 2168    44          78 1733    0          0    0    0          17    0    73
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          0 2168    44          78 1733    0          0    0    0          17    0    73
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.00 2.94  0.06          1.00 3.00  0.00          0.00 0.00  0.00          0.19 0.00  0.81
Final Sat.:           0 4410    90          1500 4500    0          0    0    0          283    0 1217
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.49  0.49          0.05 0.39  0.00          0.00 0.00  0.00          0.06 0.00  0.06
Crit Volume:          737    78          0          90
Crit Moves:          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #81 Topanga Canyon Blvd/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.734
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Calvert St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          0  0  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              187 2183   181   144 1529   113          0    0    86          0    0    470
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           187 2183   181   144 1529   113          0    0    86          0    0    470
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           187 2183   181   144 1529   113          0    0    86          0    0    470
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          187 2183   181   144 1529   113          0    0    86          0    0    470
PCE Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.10
FinalVolume:          187 2183   181   144 1529   113          0    0    86          0    0    517
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.77   0.23   1.00 2.79   0.21   0.00 0.00   1.00   0.00 0.00   2.00
Final Sat.:           1425 3948   327   1425 3981   294          0    0   1425          0    0   2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.55   0.55   0.10 0.38   0.38   0.00 0.00   0.06   0.00 0.00   0.18
Crit Volume:          788          547          0          259
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #82 Topanga Canyon Blvd/Bassett St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.626
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Bassett St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                 1  0  3  0  0          0  0  2  1  0          0  0  1! 0  0          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             111 2020          0          0 1442 103 161 0 58          0 0 0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          111 2020          0          0 1442 103 161 0 58          0 0 0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           111 2020          0          0 1442 103 161 0 58          0 0 0
Reduct Vol:           0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:          111 2020          0          0 1442 103 161 0 58          0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:         111 2020          0          0 1442 103 161 0 58          0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 0.00 0.00 2.80 0.20 0.74 0.00 0.26 0.00 0.00 0.00
Final Sat.:           1425 4275          0          0 3990 285 1048 0 377          0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.47 0.00 0.00 0.36 0.36 0.15 0.00 0.15 0.00 0.00 0.00
Crit Volume:          673          0          219          0
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #83 Randi Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.546
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          Randi Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  0  1! 0  0        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             67    34    52        3    8    64        45 1084    75    64 1230    6
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          67    34    52        3    8    64        45 1084    75    64 1230    6
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           67    34    52        3    8    64        45 1084    75    64 1230    6
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          67    34    52        3    8    64        45 1084    75    64 1230    6
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          67    34    52        3    8    64        45 1084    75    64 1230    6
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.44 0.22  0.34    0.04 0.11  0.85    1.00 1.87  0.13    1.00 1.99  0.01
Final Sat.:           657  333  510        60  160  1280    1500 2806  194    1500 2985  15
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.10  0.10    0.05 0.05  0.05    0.03 0.39  0.39    0.04 0.41  0.41
Crit Volume:          153          3          45          618
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #84 Glade Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.408
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Glade Ave          Erwin St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  0  0  1      0  1  0  0  1      0  1  0  1  0      0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              96    63    79      72    31    61      22  244    37      45  643    30
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           96    63    79      72    31    61      22  244    37      45  643    30
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           96    63    79      72    31    61      22  244    37      45  643    30
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          96    63    79      72    31    61      22  244    37      45  643    30
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      4.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          96    63    79      72    31    61      88  244    37      45  643    30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.60 0.40  1.00      0.70 0.30  1.00      0.19 1.61  0.20      0.13 1.79  0.08
Final Sat.:           906  594  1500      1049 451  1500      278 2421  301      188 2687  125
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11  0.05      0.07 0.07  0.04      0.08 0.10  0.12      0.24 0.24  0.24
Crit Volume:          159          72          22          359
Crit Moves:           ****          ****          ****          ****
*****

```

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

```

*****
Intersection #85 Randi Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.354
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Randi Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             18    24    48        22    24    24        24  276    26        61  666    124
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          18    24    48        22    24    24        24  276    26        61  666    124
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           18    24    48        22    24    24        24  276    26        61  666    124
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          18    24    48        22    24    24        24  276    26        61  666    124
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          18    24    48        22    24    24        24  276    26        61  666    124
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                0.20 0.27  0.53        0.48 0.52  1.00        1.00 1.83  0.17        1.00 1.69  0.31
Final Sat.:           300  400  800        717  783  1500        1500 2742  258        1500 2529  471
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06        0.03 0.03  0.02        0.02 0.10  0.10        0.04 0.26  0.26
Crit Volume:          90          22          24          395
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #86
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.217
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      48 2512      51      289 1264      192      401 61      63      49 24      308
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      48 2512      51      289 1264      192      401 61      63      49 24      308
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      48 2512      51      289 1264      192      401 61      63      49 24      308
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      48 2512      51      289 1264      192      401 61      63      49 24      308
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      48 2512      51      289 1264      192      441 61      63      49 24      308
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.94      0.06      1.00 2.60      0.40      1.56 0.22      0.22      0.67 0.33      1.00
Final Sat.:      1425 4190      85      1425 3711      564      2225 308      318      957 468      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.03 0.60      0.60      0.20 0.34      0.34      0.20 0.20      0.20      0.05 0.05      0.22
Crit Volume:      854      289      283      308
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #87 Jordan Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.763
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          C
*****
Street Name:          Jordan Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              62  105    91    133  27    80    54 1331    43    66 1041    109
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           62  105    91    133  27    80    54 1331    43    66 1041    109
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           62  105    91    133  27    80    54 1331    43    66 1041    109
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          62  105    91    133  27    80    54 1331    43    66 1041    109
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          62  105    91    133  27    80    54 1331    43    66 1041    109
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                0.24 0.41    0.35    0.56 0.11    0.33    1.00 1.94    0.06    1.00 1.81    0.19
Final Sat.:          360  610    529    831 169    500    1500 2906    94    1500 2716    284
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.17    0.17    0.16 0.16    0.16    0.04 0.46    0.46    0.04 0.38    0.38
Crit Volume:          258    133          687    66
Crit Moves:           ****    ****          ****    ****
*****

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```

*****
Intersection #88 Remmet Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.769
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Remmet Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              77  108  154          27  24          37          39  1329          63          92  1060          43
Growth Adj:            1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:           77  108  154          27  24          37          39  1329          63          92  1060          43
User Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           77  108  154          27  24          37          39  1329          63          92  1060          43
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          77  108  154          27  24          37          39  1329          63          92  1060          43
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          77  108  154          27  24          37          39  1329          63          92  1060          43
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500          1500  1500  1500          1500  1500  1500          1500  1500  1500
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                0.23  0.32  0.45          0.31  0.27  0.42          1.00  1.91  0.09          1.00  1.92  0.08
Final Sat.:           341  478  681          460  409  631          1500  2864  136          1500  2883  117
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.23  0.23  0.23          0.06  0.06  0.06          0.03  0.46  0.46          0.06  0.37  0.37
Crit Volume:          339          27          696          92
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #89 Variel Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.831
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        85          Level Of Service:          D
*****
Street Name:          Variel Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              71    95    60    131    67    30    98 1612    39    64 1128    80
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           71    95    60    131    67    30    98 1612    39    64 1128    80
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           71    95    60    131    67    30    98 1612    39    64 1128    80
Reduct Vol:            0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:          71    95    60    131    67    30    98 1612    39    64 1128    80
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          71    95    60    131    67    30    98 1612    39    64 1128    80
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.31 0.42  0.27  0.58 0.29  0.13  1.00 1.95  0.05  1.00 2.00  1.00
Final Sat.:           471   631   398   862 441   197  1500 2929   71  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.15  0.15  0.15 0.15  0.15  0.07 0.55  0.55  0.04 0.38  0.05
Crit Volume:          226          131          826          64
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #90 Owensmouth Ave/Gault St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.623
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Gault St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             47  760    64          42  513    27          17  27    53          34  27    54
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          47  760    64          42  513    27          17  27    53          34  27    54
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           47  760    64          42  513    27          17  27    53          34  27    54
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          47  760    64          42  513    27          17  27    53          34  27    54
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         47  760    64          42  513    27          17  27    53          34  27    54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.90  0.10          0.17 0.28  0.55          0.30 0.23  0.47
Final Sat.:           1500 1500  1500          1500 2850  150          263 418    820          443 352    704
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.51  0.04          0.03 0.18  0.18          0.06 0.06  0.06          0.08 0.08  0.08
Crit Volume:          760          42          17          115
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #91 Owensmouth Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.769
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  0  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             112  887   37          20  559   44          28  28  113          41  42   21
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          112  887   37          20  559   44          28  28  113          41  42   21
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           112  887   37          20  559   44          28  28  113          41  42   21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          112  887   37          20  559   44          28  28  113          41  42   21
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          112  887   37          20  559   44          28  28  113          41  42   21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.96  0.04          1.00 1.85  0.15          0.17 0.16  0.67          0.39 0.41  0.20
Final Sat.:           1500 1440   60          1500 2781  219          249  249  1003          591  606  303
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.62  0.62          0.01 0.20  0.20          0.11 0.11  0.11          0.07 0.07  0.07
Crit Volume:           924          20          169          41
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #92 De Soto Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.550
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          De Soto Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             52 1936          66          55 1419          36          31  12          68          34   6          39
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          52 1936          66          55 1419          36          31  12          68          34   6          39
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           52 1936          66          55 1419          36          31  12          68          34   6          39
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          52 1936          66          55 1419          36          31  12          68          34   6          39
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          52 1936          66          55 1419          36          31  12          68          34   6          39
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.90          0.10          1.00 2.93          0.07          0.72 0.28          1.00          0.85 0.15          1.00
Final Sat.:          1500 4352          148          1500 4389          111          1081 419          1500          1275 225          1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.44          0.44          0.04 0.32          0.32          0.03 0.03          0.05          0.03 0.03          0.03
Crit Volume:          667          55          68          34
Crit Moves:           ****          ****          ****          ****
*****

```

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

```

*****
Intersection #93 Mason Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.886
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        126          Level Of Service:          D
*****
Street Name:          Mason Ave          Vanowen St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             49  719    47    98  718    140    231 1506    59    65 1026    89
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          49  719    47    98  718    140    231 1506    59    65 1026    89
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           49  719    47    98  718    140    231 1506    59    65 1026    89
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          49  719    47    98  718    140    231 1506    59    65 1026    89
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         49  719    47    98  718    140    231 1506    59    65 1026    89
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.88    0.12    1.00 1.67    0.33    1.00 1.92    0.08    1.00 1.84    0.16
Final Sat.:          1500 2816    184    1500 2510    490    1500 2887    113    1500 2761    239
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.26    0.26    0.07 0.29    0.29    0.15 0.52    0.52    0.04 0.37    0.37
Crit Volume:          383          98          783    65
Crit Moves:           ****          ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #94
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.709
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      1      0      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      23      25      118      160      52      87      100      1371      66      75      1502      136
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      23      25      118      160      52      87      100      1371      66      75      1502      136
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      23      25      118      160      52      87      100      1371      66      75      1502      136
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      23      25      118      160      52      87      100      1371      66      75      1502      136
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      23      25      118      160      52      87      100      1371      66      75      1502      136
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.17      0.83      1.00      0.37      0.63      1.00      2.00      1.00      1.00      2.75      0.25
Final Sat.:      1500      262      1238      1500      561      939      1500      3000      1500      1500      4126      374
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02      0.10      0.10      0.11      0.09      0.09      0.07      0.46      0.04      0.05      0.36      0.36
Crit Volume:      143      160      686      75
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #95 Owensmouth Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.996
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Owensmouth Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             29  473    42    120  302    51    67 1344    13    77  934    54
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          29  473    42    120  302    51    67 1344    13    77  934    54
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           29  473    42    120  302    51    67 1344    13    77  934    54
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          29  473    42    120  302    51    67 1344    13    77  934    54
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:         29  473    42    120  302    51    67 1344    13    77  934    54
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.05 0.87  0.08  0.25 0.64  0.11  1.00 1.98  0.02  1.00 1.89  0.11
Final Sat.:           76 1239  110    362  910    154  1425 2823    27  1425 2694  156
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.38 0.38  0.38  0.33 0.33  0.33  0.05 0.48  0.48  0.05 0.35  0.35
Crit Volume:          544    120          679    77
Crit Moves:           ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #96 Canoga Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.989
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  2  1  0        1  0  1  1  0        1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             106 1188    257    139 1036    157    161 1293    61    163 842    203
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          106 1188    257    139 1036    157    161 1293    61    163 842    203
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           106 1188    257    139 1036    157    161 1293    61    163 842    203
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          106 1188    257    139 1036    157    161 1293    61    163 842    203
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          106 1188    257    139 1036    157    161 1293    61    163 842    203
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.61    0.39    1.00 1.91    0.09    1.00 2.00    1.00
Final Sat.:           1425 2850    1425    1425 3712    563    1425 2722    128    1425 2850    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.42    0.18    0.10 0.28    0.28    0.11 0.48    0.48    0.11 0.30    0.14
Crit Volume:          594          139          677          421
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #97 Variel Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.666
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Street Name:          Variel Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             59    59    69          44    53    68          88 1456          41    40 1009          24
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          59    59    69          44    53    68          88 1456          41    40 1009          24
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           59    59    69          44    53    68          88 1456          41    40 1009          24
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          59    59    69          44    53    68          88 1456          41    40 1009          24
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         59    59    69          44    53    68          88 1456          41    40 1009          24
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.31 0.32  0.37          0.27 0.32  0.41          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           473  473  553          400  482  618          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.12  0.12          0.11 0.11  0.11          0.06 0.49  0.03          0.03 0.34  0.02
Crit Volume:          187    44          728          40
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #98 De Soto Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.135
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             163 1509   216   133 1184   170   175 1369   123   106 798   84
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          163 1509   216   133 1184   170   175 1369   123   106 798   84
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           163 1509   216   133 1184   170   175 1369   123   106 798   84
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          163 1509   216   133 1184   170   175 1369   123   106 798   84
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          163 1509   216   133 1184   170   175 1369   123   106 798   84
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.62   0.38   1.00 2.62   0.38   1.00 1.84   0.16   1.00 1.81   0.19
Final Sat.:           1375 3608   517   1375 3607   518   1375 2523   227   1375 2488   262
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.42   0.42   0.10 0.33   0.33   0.13 0.54   0.54   0.08 0.32   0.32
Crit Volume:          575          133          746          106
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #99 Shoup Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.475
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Shoup Ave          Valerio St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      0  1  0  0  1      0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             80 1132    66    24  640    30    26  10    65    25  12    19
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          80 1132    66    24  640    30    26  10    65    25  12    19
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           80 1132    66    24  640    30    26  10    65    25  12    19
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          80 1132    66    24  640    30    26  10    65    25  12    19
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          80 1132    66    24  640    30    26  10    65    25  12    19
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.89    0.11    1.00 1.91    0.09    0.72 0.28    1.00    0.45 0.21    0.34
Final Sat.:           1500 2835    165    1500 2866    134    1083 417    1500    670 321    509
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.40    0.40    0.02 0.22    0.22    0.02 0.02    0.04    0.04 0.04    0.04
Crit Volume:          599          24          65          25
Crit Moves:           ****          ****          ****          ****
*****

```

Future WP Unmitigated PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #100 Topanga Canyon Blvd/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.768
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Valerio St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              38 1738          38          72 1390          24          61  37          41          44  48          58
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           38 1738          38          72 1390          24          61  37          41          44  48          58
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           38 1738          38          72 1390          24          61  37          41          44  48          58
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          38 1738          38          72 1390          24          61  37          41          44  48          58
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          38 1738          38          72 1390          24          61  37          41          44  48          58
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.00          1.00          1.00 2.00          1.00          0.44 0.27          0.29          0.29 0.32          0.39
Final Sat.:          1500 3000          1500          1500 3000          1500          658  399          442          440  480          580
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.58          0.03          0.05 0.46          0.02          0.09 0.09          0.09          0.10 0.10          0.10
Crit Volume:          869          72          61          150
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #101 Canoga Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.697
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          Canoga Ave          Valerio St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             30 1377          39    88 1214          15    83 130          25    62 71          64
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          30 1377          39    88 1214          15    83 130          25    62 71          64
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           30 1377          39    88 1214          15    83 130          25    62 71          64
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          30 1377          39    88 1214          15    83 130          25    62 71          64
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          30 1377          39    88 1214          15    83 130          25    62 71          64
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.00          1.00 1.98 0.02          1.00 0.84 0.16          1.00 0.53 0.47
Final Sat.:           1425 2850          1425 2815          35 1425 1195          230 1425 749          676
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.48          0.03 0.06 0.43          0.43 0.06 0.11          0.11 0.04 0.09          0.09
Crit Volume:          689          88          155          62
Crit Moves:           ****          ****          ****          ****
*****

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

```

*****
Intersection #102 Lurline Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.513
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Lurline Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  0  1          0  1  0  0  1          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              16    5    41          62    17    41          77 1800    26    58 1238    62
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           16    5    41          62    17    41          77 1800    26    58 1238    62
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            16    5    41          62    17    41          77 1800    26    58 1238    62
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           16    5    41          62    17    41          77 1800    26    58 1238    62
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           16    5    41          62    17    41          77 1800    26    58 1238    62
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.76 0.24  1.00          0.78 0.22  1.00          1.00 2.96  0.04          1.00 2.86  0.14
Final Sat.:            1143 357  1500          1177 323  1500          1500 4436    64          1500 4285  215
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.01  0.03          0.05 0.05  0.03          0.05 0.41  0.41          0.04 0.29  0.29
Crit Volume:           41    62          609          58
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #103 Mason Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.088
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Mason Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  2  0  1      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:               103  934  121      288  756  175      217 1904      58  163 1225  212
Growth Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:            103  934  121      288  756  175      217 1904      58  163 1225  212
User Adj:                1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:                 1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:             103  934  121      288  756  175      217 1904      58  163 1225  212
Reduct Vol:              0      0      0      0      0      0      0      0      0      0
Reduced Vol:            103  934  121      288  756  175      217 1904      58  163 1225  212
PCE Adj:                 1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:                 1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
Final Volume:           103  934  121      288  756  175      217 1904      58  163 1225  212
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500  1500      1500 1500  1500      1500 1500  1500 1500 1500  1500
Adjustment:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                   1.00 1.77  0.23      1.00 2.00  1.00      1.00 2.91  0.09 1.00 2.56  0.44
Final Sat.:             1500 2656  344      1500 3000  1500      1500 4367  133 1500 3836  664
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.07 0.35  0.35      0.19 0.25  0.12  0.14 0.44  0.44 0.11 0.32  0.32
Crit Volume:              528          288          654  163
Crit Moves:              ****          ****          ****  ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #104 Owensmouth Ave/Wyandotte St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.423
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Wyandotte St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1      0      1      0      1      1      0      1      0      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:              39      506      42      31      348      25      24      53      60      20      37      26
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           39      506      42      31      348      25      24      53      60      20      37      26
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           39      506      42      31      348      25      24      53      60      20      37      26
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          39      506      42      31      348      25      24      53      60      20      37      26
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:         39      506      42      31      348      25      24      53      60      20      37      26
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.00 1.00 1.00 1.87 0.13 0.31 0.69 1.00 0.35 0.65 1.00
Final Sat.:           1500 1500 1500 1500 2799 201 468 1032 1500 526 974 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.34 0.03 0.02 0.12 0.12 0.05 0.05 0.04 0.04 0.04 0.02
Crit Volume:          506          31          77          20
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #105 Sale Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.360
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Sale Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:               14      9      43      7      5      28      29  905      40      38  869      17
Growth Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:            14      9      43      7      5      28      29  905      40      38  869      17
User Adj:                1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:                 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:             14      9      43      7      5      28      29  905      40      38  869      17
Reduct Vol:              0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:            14      9      43      7      5      28      29  905      40      38  869      17
PCE Adj:                 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:                 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:            14      9      43      7      5      28      29  905      40      38  869      17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500
Adjustment:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                   0.61  0.39  1.00  0.58  0.42  1.00  1.00  2.00  1.00  1.00  2.00  1.00
Final Sat.:              913   587  1500   875   625  1500  1500  3000  1500  1500  3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.02  0.02  0.03  0.01  0.01  0.02  0.02  0.30  0.03  0.03  0.29  0.01
Crit Volume:              43      7          453      38
Crit Moves:              ****      ****          ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #106 Winnetka Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.194
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             120 1285   152   136 889   101   130 1292   67   168 896   116
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          120 1285   152   136 889   101   130 1292   67   168 896   116
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           120 1285   152   136 889   101   130 1292   67   168 896   116
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          120 1285   152   136 889   101   130 1292   67   168 896   116
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          120 1285   152   136 889   101   130 1292   67   168 896   116
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:               1.00 1.79   0.21   1.00 1.80   0.20   1.00 1.90   0.10   1.00 1.77   0.23
Final Sat.:           1425 2549   301   1425 2559   291   1425 2709   141   1425 2523   327
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.50   0.50   0.10 0.35   0.35   0.09 0.48   0.48   0.12 0.36   0.36
Crit Volume:          719          136          680          168
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #107 Sale Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.508
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Sale Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             23    15    40      21    1    39      35 1155    14    16 1330    32
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          23    15    40      21    1    39      35 1155    14    16 1330    32
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           23    15    40      21    1    39      35 1155    14    16 1330    32
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          23    15    40      21    1    39      35 1155    14    16 1330    32
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          23    15    40      21    1    39      35 1155    14    16 1330    32
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.61 0.39  1.00    0.95 0.05  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           908  592  1500    1432  68  1500    1500 3000  1500    1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.03  0.03    0.01 0.01  0.03    0.02 0.39  0.01    0.01 0.44  0.02
Crit Volume:          23          39    35          665
Crit Moves:          ****          ****          ****
*****

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Future WP Unmitigated PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #108 Winnetka Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.189
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             211 1109   145   194 760   155   257 1993   158   169 1269   139
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          211 1109   145   194 760   155   257 1993   158   169 1269   139
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           211 1109   145   194 760   155   257 1993   158   169 1269   139
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          211 1109   145   194 760   155   257 1993   158   169 1269   139
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          211 1109   145   194 760   155   257 1993   158   169 1269   139
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.49   0.51   1.00 2.78   0.22   1.00 2.70   0.30
Final Sat.:           1375 2750   1375   1375 3426   699   1375 3822   303   1375 3718   407
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.40   0.11   0.14 0.22   0.22   0.19 0.52   0.52   0.12 0.34   0.34
Crit Volume:          555          194          717          169
Crit Moves:           ****          ****          ****          ****
*****

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

```

*****
Intersection #109 Winnetka Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.589
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  2  0  0          0  0  3  0  0          0  0  1  0  0          0  0  1  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1530          0    0 1062          0    0    16          0    0 118          0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1530          0    0 1062          0    0    16          0    0 118          0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1530          0    0 1062          0    0    16          0    0 118          0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1530          0    0 1062          0    0    16          0    0 118          0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:         0 1530          0    0 1062          0    0    16          0    0 118          0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               0.00 2.00 0.00 0.00 3.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00
Final Sat.:           0 3000          0    0 4500          0    0 1500          0    0 1500          0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.51 0.00 0.00 0.24 0.00 0.00 0.01 0.00 0.00 0.08 0.00
Crit Volume:          765          0          0          118
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Unmitigated PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #110 Fallbrook Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.732
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             36 1509    93    145 1068    12    31    80    36    170 175    213
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          36 1509    93    145 1068    12    31    80    36    170 175    213
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           36 1509    93    145 1068    12    31    80    36    170 175    213
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          36 1509    93    145 1068    12    31    80    36    170 175    213
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         36 1509    93    145 1068    12    31    80    36    170 175    213
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.83    0.17    1.00 2.97    0.03    1.00 0.69    0.31    1.00 0.45    0.55
Final Sat.:          1500 4239    261    1500 4450    50    1500 1034    466    1500 677    823
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.36    0.36    0.10 0.24    0.24    0.02 0.08    0.08    0.11 0.26    0.26
Crit Volume:          534          145          31          388
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Unmitigated PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #111 Winnetka Ave/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.612
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          B
*****
Street Name:          Winnetka Ave          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  0          0  0  2  0  1          2  0  0  0  1          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             167 1297          0          0 1030  117          83    0  115          40  24  21
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          167 1297          0          0 1030  117          83    0  115          40  24  21
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           167 1297          0          0 1030  117          83    0  115          40  24  21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          167 1297          0          0 1030  117          83    0  115          40  24  21
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Volume:         167 1297          0          0 1030  117          91    0  115          40  24  21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:               1.00 2.00  0.00  0.00 2.00  1.00 2.00 0.00  1.00 1.00 0.53  0.47
Final Sat.:          1375 2750          0          0 2750  1375 2750  0  1375 1375 733  642
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.47  0.00  0.00 0.37  0.09 0.03 0.00  0.08 0.03 0.03  0.03
Crit Volume:          167          515          115          45
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #112 Winnetka Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.988
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  1  1  0      1  0  1  0  1      0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               120 1386      73      90 1046      118      229 461      90      50 262      121
Growth Adj:             1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:            120 1386      73      90 1046      118      229 461      90      50 262      121
User Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:                1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:            120 1386      73      90 1046      118      229 461      90      50 262      121
Reduct Vol:              0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:           120 1386      73      90 1046      118      229 461      90      50 262      121
PCE Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:           120 1386      73      90 1046      118      229 461      90      50 262      121
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:            1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                 1.00 1.90      0.10      1.00 1.80      0.20      1.00 1.00      1.00      0.12 0.60      0.28
Final Sat.:           1500 2850      150      1500 2696      304      1500 1500      1500      173  908      419
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.49      0.49      0.06 0.39      0.39      0.15 0.31      0.06      0.29 0.29      0.29
Crit Volume:              730      90      229      433
Crit Moves:              ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #113 Fallbrook Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.768
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              57 1386          34          90 1046          118          107 165          49          56 262          121
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           57 1386          34          90 1046          118          107 165          49          56 262          121
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           57 1386          34          90 1046          118          107 165          49          56 262          121
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          57 1386          34          90 1046          118          107 165          49          56 262          121
PCE Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          57 1386          34          90 1046          118          107 165          49          56 262          121
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                 1.00 2.00          1.00          1.00 2.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Final Sat.:           1500 3000          1500          1500 3000          1500          1500 1500          1500          1500 1500          1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.04 0.46          0.02          0.06 0.35          0.08          0.07 0.11          0.03          0.04 0.17          0.08
Crit Volume:           693          90          107          262
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #114 Winnetka Ave/Hatteras St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.592
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Hatteras St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  1  1  0      0  0  1! 0  0      0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:               17 1415      94      69 984      10      12      3      15      32      4      17
Growth Adj:             1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00 1.00 1.00
Initial Bse:            17 1415      94      69 984      10      12      3      15      32      4      17
User Adj:                1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00 1.00 1.00
PHF Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00 1.00 1.00
PHF Volume:             17 1415      94      69 984      10      12      3      15      32      4      17
Reduct Vol:              0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:            17 1415      94      69 984      10      12      3      15      32      4      17
PCE Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00 1.00 1.00
MLF Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00 1.00 1.00
FinalVolume:            17 1415      94      69 984      10      12      3      15      32      4      17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500      1500      1500 1500      1500      1500 1500      1500 1500 1500
Adjustment:             1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00 1.00 1.00
Lanes:                   1.00 1.88      0.12      1.00 1.98      0.02      0.40 0.10      0.50 0.60 0.08 0.32
Final Sat.:             1500 2813      187      1500 2970      30      600 150      750 906 113 481
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.01 0.50      0.50      0.05 0.33      0.33      0.02 0.02      0.02 0.04 0.04 0.04
Crit Volume:              755          69          12          53
Crit Moves:              ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #115 Winnetka Ave / Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.669
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              B
*****
Street Name:          Winnetka Ave          Clark St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R           L - T - R           L - T - R           L - T - R
-----|-----|-----|-----|
Control:              Protected           Permitted           Split Phase          Split Phase
Rights:               Include             Include             Include             Include
Min. Green:           0   0   0           0   0   0           0   0   0           0   0   0
Lanes:                1  0  2  0  0         0  0  1  1  0         1  0  0  0  1         0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             95 1524           0           0 1189           33           61   0   191           0   0   0
Growth Adj:           1.00 1.00           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          95 1524           0           0 1189           33           61   0   191           0   0   0
User Adj:             1.00 1.00           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           95 1524           0           0 1189           33           61   0   191           0   0   0
Reduct Vol:           0   0   0           0   0   0           0   0   0           0   0   0
Reduced Vol:          95 1524           0           0 1189           33           61   0   191           0   0   0
PCE Adj:              1.00 1.00           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          95 1524           0           0 1189           33           61   0   191           0   0   0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425           1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00           0.00 0.00 1.95 0.05 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           1425 2850           0           0 2773           77 1425   0 1425           0   0   0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.53           0.00 0.00 0.43 0.43 0.04 0.00 0.13 0.00 0.00 0.00
Crit Volume:          762                   611                   191                   0
Crit Moves:           ****                      ****
*****

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Future WP Unmitigated PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #116
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.665
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 0      0 0 2 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      205 818 0      0 810 388      0 0 0      283 3 611
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 205 818 0      0 810 388      0 0 0      283 3 611
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 205 818 0      0 810 388      0 0 0      283 3 611
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 205 818 0      0 810 388      0 0 0      283 3 611
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 205 818 0      0 810 388      0 0 0      311 3 672
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.00 0.01 1.99
Final Sat.: 1425 2850 0      0 2850 1425      0 0 0      1425 14 2836
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.14 0.29 0.00 0.00 0.28 0.27 0.00 0.00 0.00 0.22 0.21 0.24
Crit Volume: 205      405      0      338
Crit Moves: ****      ****      ****
*****

```

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*****
Intersection #117
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.844
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        146          Level Of Service:              D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      1 0 0 1 0      0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      0 767 317 403 688 0 416 1 176 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 767 317 403 688 0 416 1 176 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 767 317 403 688 0 416 1 176 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 767 317 403 688 0 416 1 176 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 767 317 403 688 0 416 1 176 0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.00 0.01 0.99 0.00 0.00 0.00
Final Sat.: 0 2850 1425 1425 2850 0 1425 8 1417 0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.27 0.22 0.28 0.24 0.00 0.29 0.12 0.12 0.00 0.00 0.00
Crit Volume: 384 403 416 0
Crit Moves: ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #118
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.068
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      2      0      1      0      1      1      0      2      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      104      408      71      341      368      231      322      1525      116      69      1066      300
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      104      408      71      341      368      231      322      1525      116      69      1066      300
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      104      408      71      341      368      231      322      1525      116      69      1066      300
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      104      408      71      341      368      231      322      1525      116      69      1066      300
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      104      408      71      375      368      231      322      1525      116      69      1066      300
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.85      0.15      2.00      1.00      1.00      1.00      2.79      0.21      1.00      2.00      1.00
Final Sat.:      1425      1214      211      2850      1425      1425      1425      3973      302      1425      2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.07      0.34      0.34      0.13      0.26      0.16      0.23      0.38      0.38      0.05      0.37      0.21
Crit Volume:      479      188      322      533
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #119 Sale Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.600
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Sale Ave          Ventura Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             34    6    54        56    2    31        38 1158    8    26 2084    50
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          34    6    54        56    2    31        38 1158    8    26 2084    50
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           34    6    54        56    2    31        38 1158    8    26 2084    50
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          34    6    54        56    2    31        38 1158    8    26 2084    50
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          34    6    54        56    2    31        38 1158    8    26 2084    50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.36 0.06  0.58      0.97 0.03  1.00      1.00 2.98  0.02      1.00 2.93  0.07
Final Sat.:           543    96    862      1448    52    1500      1500 4469    31      1500 4395    105
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06      0.04 0.04  0.02      0.03 0.26  0.26      0.02 0.47  0.47
Crit Volume:          94          56          38          711
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #120
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.013
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 1 1 0      0 1 0 1 0      1 1 0 0 1      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      243 864 11      21 603 702      621 89 181      19 53 41
Growth Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse: 243 864 11      21 603 702      621 89 181      19 53 41
User Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume: 243 864 11      21 603 702      621 89 181      19 53 41
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 243 864 11      21 603 702      621 89 181      19 53 41
PCE Adj: 1.00 1.00 1.00      4.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00      1.00 1.00 1.00      1.10 1.00 1.00      1.00 1.00 1.00
FinalVolume: 243 864 11      84 603 702      683 89 181      19 53 41
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment: 1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes: 1.00 1.97 0.03      0.03 0.97 1.00      1.77 0.23 1.00      0.17 0.47 0.36
Final Sat.: 1425 2814 36      47 1378 1425      2521 329 1425      240 668 517
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.17 0.31 0.31      0.44 0.44 0.49      0.27 0.27 0.13      0.08 0.08 0.08
Crit Volume: 243      702 386      113
Crit Moves: ****      **** ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #121 Fallbrook Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.308
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Fallbrook Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Prot+Permit          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  1  0  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              52  749  166          432  228  485          163  464  42          234 1040  693
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           52  749  166          432  228  485          163  464  42          234 1040  693
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           52  749  166          432  228  485          163  464  42          234 1040  693
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          52  749  166          432  228  485          163  464  42          234 1040  693
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         52  749  166          475  228  485          163  464  42          234 1040  693
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.64  0.36          1.35 0.65  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          1375 2251  499          1858 892  1375          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.33  0.33          0.26 0.26  0.35          0.12 0.17  0.03          0.17 0.38  0.50
Crit Volume:                458          485          163          693
Crit Moves:                ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #122 Woodlake Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.867
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        171          Level Of Service:          D
*****
Street Name:          Woodlake Ave          Ventura Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             28  152    92    102  104    40    49  440    32    648  610    105
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          28  152    92    102  104    40    49  440    32    648  610    105
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           28  152    92    102  104    40    49  440    32    648  610    105
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          28  152    92    102  104    40    49  440    32    648  610    105
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          28  152    92    102  104    40    49  440    32    648  610    105
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                0.16 0.84    1.00    1.00 0.72    0.28    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           214 1161    1375    1375 993    382    1375 2750    1375    1375 2750    1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.13    0.07    0.07 0.10    0.10    0.04 0.16    0.02    0.47 0.22    0.08
Crit Volume:          180          144          220          648
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #123 Tampa Ave / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.910
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180          Level Of Service:          E
*****
Street Name:          Tampa Ave          Ventura Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:             Split Phase        Split Phase        Prot+Permit        Permitted
Rights:              Include            Include            Include            Include
Min. Green:          0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               1  0  0  1  0      2  0  1  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:           40  117   46   539  152   236   187 1522   57   31  991  359
Growth Adj:         1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:         40  117   46   539  152   236   187 1522   57   31  991  359
User Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          40  117   46   539  152   236   187 1522   57   31  991  359
Reduct Vol:          0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:         40  117   46   539  152   236   187 1522   57   31  991  359
PCE Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:        40  117   46   593  152   236   187 1522   57   31  991  359
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:         1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:              1.00 0.72  0.28  2.00 1.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:         1375  987  388  2750 1375  1375  1375 2750  1375  1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.03 0.12  0.12  0.22 0.11  0.17  0.14 0.55  0.04  0.02 0.36  0.26
Crit Volume:         163          296          761          31
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #124 Tampa Ave / Ventura Fwy 101 EB offramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.651
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Tampa Ave          Ventura Fwy 101 EB offramp
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Permitted        Protected        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                 0  0  3  0  0      0  0  3  0  0      1  0  0  0  1      0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0  665      0      0  766      0  672      0  178      0    0    0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0  665      0      0  766      0  672      0  178      0    0    0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0  665      0      0  766      0  672      0  178      0    0    0
Reduct Vol:            0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:           0  665      0      0  766      0  672      0  178      0    0    0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:          0  665      0      0  766      0  672      0  178      0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 3.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           0  4275      0      0  4275      0  1425      0  1425      0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.16 0.00 0.00 0.18 0.00 0.47 0.00 0.12 0.00 0.00 0.00
Crit Volume:           0          255          672          0
Crit Moves:  ****          ****          ****
*****

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```

*****
Intersection #125 Tampa Ave / Ventura Fwy 101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.668
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:          Tampa Ave          Ventura Fwy 101 WB
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  3  0  0        0  0  2  0  1        0  0  0  0  0        1  0  1! 0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              296  846    0        0  547  316        0    0    0        291    0  618
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           296  846    0        0  547  316        0    0    0        291    0  618
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           296  846    0        0  547  316        0    0    0        291    0  618
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          296  846    0        0  547  316        0    0    0        291    0  618
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.10 1.00  1.10
FinalVolume:          296  846    0        0  547  316        0    0    0        320    0  680
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 3.00  0.00    0.00 2.00  1.00    0.00 0.00  0.00    1.00 0.00  2.00
Final Sat.:           1425 4275    0        0 2850 1425        0    0    0        1425    0 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.21 0.20  0.00    0.00 0.19  0.22    0.00 0.00  0.00    0.22 0.00  0.24
Crit Volume:          296          316          0          340
Crit Moves:          ****          ****          ****
*****

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```

*****
Intersection #126 101 Ventura Fwy EB and Vanalden / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.840
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        116          Level Of Service:          D
*****
Street Name: 101 Ventura Fwy EB and Vanalden          Ventura Blvd
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:        Permitted          Permitted          Protected          Protected
Rights:         Include          Include          Include          Include
Min. Green:      0      0      0          0      0      0          0      0      0          0      0      0
Lanes:          0      1      0      1      0          0      0      0      0      0          2      0      2      0      1          1      0      2      0      1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:       133      179      107          0      0      0          550      1519      115          96      1370      88
Growth Adj:     1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Initial Bse:    133      179      107          0      0      0          550      1519      115          96      1370      88
User Adj:       1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Adj:        1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Volume:     133      179      107          0      0      0          550      1519      115          96      1370      88
Reduct Vol:      0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:    133      179      107          0      0      0          550      1519      115          96      1370      88
PCE Adj:        1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
MLF Adj:        1.00      1.00      1.00          1.00      1.00      1.00          1.10      1.00      1.00          1.00      1.00      1.00
FinalVolume:    133      179      107          0      0      0          605      1519      115          96      1370      88
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425      1425      1425          1425      1425      1425          1425      1425      1425          1425      1425      1425
Adjustment:     1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Lanes:          0.63      0.86      0.51          0.00      0.00      0.00          2.00      2.00      1.00          1.00      2.00      1.00
Final Sat.:     905      1218      728          0      0      0          2850      2850      1425          1425      2850      1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.15      0.15      0.15          0.00      0.00      0.00          0.21      0.53      0.08          0.07      0.48      0.06
Crit Volume:    209          0          303          685
Crit Moves:      ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #127 Victory Blvd/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.924
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Victory Blvd          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          0  0  1  0  0          0  0  2  0  1          0  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             333    16    7          0    17    0          0 1934    358          0 1285    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          333    16    7          0    17    0          0 1934    358          0 1285    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           333    16    7          0    17    0          0 1934    358          0 1285    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          333    16    7          0    17    0          0 1934    358          0 1285    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          333    16    7          0    17    0          0 1934    358          0 1285    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.00 1.00 0.00 1.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.:           1425 1425 1425          0 1425    0          0 2850 1425          0 2850    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.23 0.01 0.00 0.00 0.01 0.00 0.00 0.68 0.25 0.00 0.45 0.00
Crit Volume:          333          17          967          0
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #128 Corbin Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.114
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Corbin Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             56  853  157          159  505  138          124 1761          44  104 1219  334
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          56  853  157          159  505  138          124 1761          44  104 1219  334
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           56  853  157          159  505  138          124 1761          44  104 1219  334
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          56  853  157          159  505  138          124 1761          44  104 1219  334
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:         56  853  157          159  505  138          124 1761          44  104 1219  334
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.69  0.31          1.00 1.57  0.43          1.00 1.95  0.05  1.00 1.57  0.43
Final Sat.:          1500 2534  466          1500 2356  644          1500 2927  73  1500 2355  645
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.34  0.34          0.11 0.21  0.21          0.08 0.60  0.60  0.07 0.52  0.52
Crit Volume:          505  159          903  104
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #129 Tampa Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.178
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Tampa Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Protected        Prot+Permit      Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              168 1057  144    237 804  183    82 1565  86    131 1403  180
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           168 1057  144    237 804  183    82 1565  86    131 1403  180
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           168 1057  144    237 804  183    82 1565  86    131 1403  180
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          168 1057  144    237 804  183    82 1565  86    131 1403  180
PCE Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          168 1057  144    237 804  183    82 1565  86    131 1403  180
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00    1.00 2.00  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           1425 2850  1425    1425 2850  1425    1425 2850  1425    1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.37  0.10    0.17 0.28  0.13    0.06 0.55  0.06    0.09 0.49  0.13
Crit Volume:           529          237          783          131
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #130
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.174
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      1 0 2 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      84      62      39      44      81      273      193 1228      67      71 1211      46
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      84      62      39      44      81      273      193 1228      67      71 1211      46
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      84      62      39      44      81      273      193 1228      67      71 1211      46
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      84      62      39      44      81      273      193 1228      67      71 1211      46
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      84      62      39      44      81      273      193 1228      67      71 1211      46
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.95 0.05 1.00 1.00 1.00
Final Sat.:      1500 3000 1500 1500 3000 1500 1500 1422      78 1500 1500 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06 0.02 0.03 0.03 0.03 0.18 0.13 0.86 0.86 0.05 0.81 0.03
Crit Volume:      84          273      193          1211
Crit Moves:      ****          ****      ****          ****
*****

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*****
Intersection #131
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.933
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Prot+Permit
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 1      2 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      109 1064 444 614 968 164 105 476 100 140 379 355
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 109 1064 444 614 968 164 105 476 100 140 379 355
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 109 1064 444 614 968 164 105 476 100 140 379 355
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 1064 444 614 968 164 105 476 100 140 379 355
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 109 1064 444 675 968 164 105 476 100 140 379 355
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 2.48 0.52 1.00 2.00 1.00
Final Sat.: 1425 2850 1425 2850 2850 1425 1425 3533 742 1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.08 0.37 0.31 0.24 0.34 0.12 0.07 0.13 0.13 0.10 0.13 0.25
Crit Volume: 532 338 105 355
Crit Moves: ****
*****

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```

*****
Intersection #132
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.750
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 2 0 0      0 0 3 0 0      1 0 1! 0 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1459      0 0 1570      0 491 0 433      0 0 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 1459      0 0 1570      0 491 0 433      0 0 0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 1459      0 0 1570      0 491 0 433      0 0 0
Reduct Vol:   0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 1459      0 0 1570      0 491 0 433      0 0 0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
FinalVolume:  0 1459      0 0 1570      0 540 0 476      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 2.00 0.00 0.00 3.00 0.00 1.59 0.00 1.41 0.00 0.00 0.00
Final Sat.:  0 2850      0 0 4275      0 2272 0 2003      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.51 0.00 0.00 0.37 0.00 0.24 0.00 0.24 0.00 0.00 0.00
Crit Volume:  729      0      339      0
Crit Moves:   ****      ****      ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #133
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.746
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      2 0 2 0 0      0 0 3 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      552 1280      0 0 962 324      0 0 0 0 606 1 545
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      552 1280      0 0 962 324      0 0 0 0 606 1 545
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      552 1280      0 0 962 324      0 0 0 0 606 1 545
Reduct Vol:      0 0 0      0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      552 1280      0 0 962 324      0 0 0 0 606 1 545
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume:      607 1280      0 0 962 324      0 0 0 0 667 1 600
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      2.00 2.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.57 0.01 1.42
Final Sat.:      2850 2850      0 0 4275 1425      0 0 0 2249 3 2023
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.21 0.45 0.00 0.00 0.23 0.23 0.00 0.00 0.00 0.30 0.30 0.30
Crit Volume:      640      321      0      422
Crit Moves:      ****      ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #134
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.659
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:      0 0 0 0 0      0 0 0 0 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0 0      0 0 0 0 0      0 959 939      0 805 0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 0 0 0 0      0 0 0 0 0      0 959 939      0 805 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0 0      0 0 0 0 0      0 959 939      0 805 0
Reduct Vol:    0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Reduced Vol:   0 0 0 0 0      0 0 0 0 0      0 959 939      0 805 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0 0      0 0 0 0 0      0 959 939      0 805 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.:    0 0 0 0 0      0 0 0 0 0      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.34 0.66 0.00 0.28 0.00
Crit Volume:    0 0 0 0 0      0 0 0 0 0      939 0
Crit Moves:          ****  ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #135 Canoga Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.839
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        90          Level Of Service:          D
*****
Street Name:          Canoga Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             49  631  351          225  565          12          13  578          69  254  611  220
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          49  631  351          225  565          12          13  578          69  254  611  220
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           49  631  351          225  565          12          13  578          69  254  611  220
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          49  631  351          225  565          12          13  578          69  254  611  220
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          49  631  351          225  565          12          13  578          69  254  611  220
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.29  0.71          1.00 1.96  0.04          1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 1928  1072          1500 2938          62          1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.33  0.33          0.15 0.19  0.19          0.01 0.19  0.05  0.17 0.20  0.15
Crit Volume:          491          225          289          254
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #136 De Soto Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.977
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Prot+Permit          Prot+Permit          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                84 1692    144    112 1462    315    272 1151    122    122 836    205
Growth Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:              84 1692    144    112 1462    315    272 1151    122    122 836    205
User Adj:                 1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:              84 1692    144    112 1462    315    272 1151    122    122 836    205
Reduct Vol:               0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              84 1692    144    112 1462    315    272 1151    122    122 836    205
PCE Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:             84 1692    144    112 1462    315    272 1151    122    122 836    205
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                   1.00 2.76    0.24    1.00 2.47    0.53    1.00 2.71    0.29    1.00 2.41    0.59
Final Sat.:              1375 3801    324    1375 3394    731    1375 3730    395    1375 3313    812
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.06 0.45    0.45    0.08 0.43    0.43    0.20 0.31    0.31    0.09 0.25    0.25
Crit Volume:              612    112          272          347
Crit Moves:              ****      ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #137 Topanga Canyon Blvd/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.020
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  2  0  1          1  0  1  1  0          0  0  0  0  1          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1851    506    318 1707    24          0    0    9    345    22    316
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           0 1851    506    318 1707    24          0    0    9    345    22    316
User Adj:              1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            0 1851    0    318 1707    24          0    0    9    345    22    316
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 1851    0    318 1707    24          0    0    9    345    22    316
PCE Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
Final Volume:          0 1851    0    318 1707    24          0    0    9    380    22    316
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 0.00 2.00    1.00    1.00 1.97    0.03    0.00 0.00    1.00    1.89 0.11    1.00
Final Sat.:            0 2850    1425    1425 2810    40          0    0    1425    2694 156    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.65    0.00    0.22 0.61    0.61    0.00 0.00    0.01    0.14 0.14    0.22
Crit Volume:           926          318          9    201
Crit Moves:            ****          ****          ****    ****
*****

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*****
Intersection #138 Canoga Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.948
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              35  954  399          169  645  51          38  676  51          238  559  97
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           35  954  399          169  645  51          38  676  51          238  559  97
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           35  954  399          169  645  51          38  676  51          238  559  97
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35  954  399          169  645  51          38  676  51          238  559  97
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          35  954  399          169  645  51          38  676  51          238  559  97
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.41  0.59          1.00 1.85  0.15          1.00 2.00  1.00          1.00 1.70  0.30
Final Sat.:          1500 2115  885          1500 2780  220          1500 3000  1500          1500 2556  444
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.45  0.45          0.11 0.23  0.23          0.03 0.23  0.03          0.16 0.22  0.22
Crit Volume:          677          169          338          238
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #139 De Soto Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.928
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1  0  2  1  0          1  0  2  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                72 1614    139    181 1440    130    189 866    67    149 690    186
Growth Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:              72 1614    139    181 1440    130    189 866    67    149 690    186
User Adj:                 1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:              72 1614    139    181 1440    130    189 866    67    149 690    186
Reduct Vol:               0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              72 1614    139    181 1440    130    189 866    67    149 690    186
PCE Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:              72 1614    139    181 1440    130    189 866    67    149 690    186
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                   1.00 2.76    0.24    1.00 2.75    0.25    1.00 1.86    0.14    1.00 1.58    0.42
Final Sat.:              1500 4143    357    1500 4127    373    1500 2785    215    1500 2363    637
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.39    0.39    0.12 0.35    0.35    0.13 0.31    0.31    0.10 0.29    0.29
Crit Volume:              584          181          189          438
Crit Moves:              ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #140 Fallbrook Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.117
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Fallbrook Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             201  108  487  170  257  49          35  734  139  568  731  60
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          201  108  487  170  257  49          35  734  139  568  731  60
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           201  108  487  170  257  49          35  734  139  568  731  60
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          201  108  487  170  257  49          35  734  139  568  731  60
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          201  108  487  170  257  49          35  734  139  568  731  60
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1425 2850  1425  1425 2850  1425  1425 2850  1425  1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.04  0.34  0.12 0.09  0.03  0.02 0.26  0.10  0.40 0.26  0.04
Crit Volume:           487  170          367          568
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #141 Shoup Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.908
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        157          Level Of Service:          E
*****
Street Name:          Shoup Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1        1  0  0  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             171  171  417          15  134  28          21 1203  75  329 1142  18
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          171  171  417          15  134  28          21 1203  75  329 1142  18
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           171  171  417          15  134  28          21 1203  75  329 1142  18
Reduct Vol:           0    0    0            0    0    0            0    0    0            0    0    0
Reduced Vol:          171  171  417          15  134  28          21 1203  75  329 1142  18
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:          171  171  417          15  134  28          21 1203  75  329 1142  18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.00  1.00        1.00 0.83  0.17        1.00 2.00  1.00 1.00 2.00  1.00
Final Sat.:           1500 1500  1500        1500 1241  259        1500 3000  1500 1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11  0.28        0.01 0.11  0.11        0.01 0.40  0.05 0.22 0.38  0.01
Crit Volume:          417    15              602    329
Crit Moves:           ****    ****              ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #142 Canoga Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.910
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        160          Level Of Service:          E
*****
Street Name:          Canoga Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  1  0      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              71 1198      236      143 1029      90      98 1137      178      185 841      118
Growth Adj:            1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:           71 1198      236      143 1029      90      98 1137      178      185 841      118
User Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:           71 1198      236      143 1029      90      98 1137      178      185 841      118
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          71 1198      236      143 1029      90      98 1137      178      185 841      118
PCE Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:          71 1198      236      143 1029      90      98 1137      178      185 841      118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:               1.00 2.00      1.00      1.00 2.00      1.00      1.00 2.59      0.41      1.00 3.00      1.00
Final Sat.:          1500 3000      1500      1500 3000      1500      1500 3891      609      1500 4500      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.40      0.16      0.10 0.34      0.06      0.07 0.29      0.29      0.12 0.19      0.08
Crit Volume:          599          143          438          185
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #143 De Soto Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.882
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          De Soto Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  1  0          2  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              137 1529   132   184 1356   157   364 1240   18   72  960   115
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           137 1529   132   184 1356   157   364 1240   18   72  960   115
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           137 1529   132   184 1356   157   364 1240   18   72  960   115
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          137 1529   132   184 1356   157   364 1240   18   72  960   115
PCE Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:               1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
Final Volume:          151 1529   132   202 1356   157   400 1240   18   79  960   115
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 2.00 2.76   0.24   2.00 2.69   0.31   2.00 2.96   0.04   2.00 2.68   0.32
Final Sat.:           2750 3797   328   2750 3697   428   2750 4066   59   2750 3684   441
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.40   0.40   0.07 0.37   0.37   0.15 0.30   0.30   0.03 0.26   0.26
Crit Volume:           554          101          200          358
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #144 Mason Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.849
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        95          Level Of Service:          D
*****
Street Name:          Mason Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             121  936    94    156 1043    121  164 1302    120    96 1025    120
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:          121  936    94    156 1043    121  164 1302    120    96 1025    120
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           121  936    94    156 1043    121  164 1302    120    96 1025    120
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          121  936    94    156 1043    121  164 1302    120    96 1025    120
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:          121  936    94    156 1043    121  164 1302    120    96 1025    120
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500 1500 1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00    1.00
Lanes:                1.00 1.82    0.18    1.00 1.79    0.21 1.00 2.75    0.25 1.00 2.69    0.31
Final Sat.:           1500 2726    274    1500 2688    312 1500 4120    380 1500 4028    472
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.34    0.34    0.10 0.39    0.39 0.11 0.32    0.32 0.06 0.25    0.25
Crit Volume:          121          582          474          96
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #145 Winnetka Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.941
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             167 1008    155    184 1029    119    126 1227    113    159 1013    159
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          167 1008    155    184 1029    119    126 1227    113    159 1013    159
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           167 1008    155    184 1029    119    126 1227    113    159 1013    159
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          167 1008    155    184 1029    119    126 1227    113    159 1013    159
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          167 1008    155    184 1029    119    126 1227    113    159 1013    159
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.75    0.25    1.00 2.59    0.41
Final Sat.:           1375 2750    1375    1375 2750    1375    1375 3777    348    1375 3565    560
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.37    0.11    0.13 0.37    0.09    0.09 0.32    0.32    0.12 0.28    0.28
Crit Volume:          504          184          447          159
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #146 Fallbrook Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.642
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             161  717  138          113  827          50          57  375  115  201  453  53
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          161  717  138          113  827          50          57  375  115  201  453  53
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           161  717  138          113  827          50          57  375  115  201  453  53
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          161  717  138          113  827          50          57  375  115  201  453  53
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          161  717  138          113  827          50          57  375  115  201  453  53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00  1.00 1.79  0.21
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500  1500 2686  314
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.24  0.09          0.08 0.28  0.03          0.04 0.13  0.08  0.13 0.17  0.17
Crit Volume:          161          414          188          201
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #147 Shoup Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.583
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Shoup Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  1  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             183  740  225          49  494  39          32  515  75          168  510  52
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          183  740  225          49  494  39          32  515  75          168  510  52
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           183  740  225          49  494  39          32  515  75          168  510  52
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          183  740  225          49  494  39          32  515  75          168  510  52
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          183  740  225          49  494  39          32  515  75          168  510  52
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 1.85  0.15          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1500 3000  1500          1500 2780  220          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.25  0.15          0.03 0.18  0.18          0.02 0.17  0.05          0.11 0.17  0.03
Crit Volume:          183          267          258          168
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #148 Mason Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.065
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Mason Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             116 1016   153   169 805   183   171 1334   105   125 966   144
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          116 1016   153   169 805   183   171 1334   105   125 966   144
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           116 1016   153   169 805   183   171 1334   105   125 966   144
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          116 1016   153   169 805   183   171 1334   105   125 966   144
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Final Volume:         116 1016   153   169 805   183   171 1334   105   125 966   144
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 1.74   0.26   1.00 1.63   0.37   1.00 1.85   0.15   1.00 1.74   0.26
Final Sat.:           1500 2607   393   1500 2444   556   1500 2781   219   1500 2611   389
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.39   0.39   0.11 0.33   0.33   0.11 0.48   0.48   0.08 0.37   0.37
Crit Volume:          585   169          720          125
Crit Moves:           ****    ****          ****          ****
*****

```

Future WP Unmitigated PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #149 Winnetka Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.001
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             139 1093   125   148  963   172   141 1299   112   102  947   131
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          139 1093   125   148  963   172   141 1299   112   102  947   131
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           139 1093   125   148  963   172   141 1299   112   102  947   131
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          139 1093   125   148  963   172   141 1299   112   102  947   131
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          139 1093   125   148  963   172   141 1299   112   102  947   131
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.00   1.00   1.00 1.84   0.16   1.00 1.76   0.24
Final Sat.:           1500 3000   1500   1500 3000   1500   1500 2762   238   1500 2635   365
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.36   0.08   0.10 0.32   0.11   0.09 0.47   0.47   0.07 0.36   0.36
Crit Volume:           547          148          706          102
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Unmitigated PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #150 Fallbrook Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.833
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             187  956  229          81  971  160          176  771  320          192  605  108
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          187  956  229          81  971  160          176  771  320          192  605  108
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           187  956  229          81  971  160          176  771  320          192  605  108
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          187  956  229          81  971  160          176  771  320          192  605  108
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          187  956  229          81  971  160          176  771  320          192  605  108
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.32  0.15          0.05 0.32  0.11          0.12 0.26  0.21          0.13 0.20  0.07
Crit Volume:          187          486          386          192
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Unmitigated PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #151 Winnetka Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.256
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             144 1249  133          324 900  159          184 1660  147          110 1150  263
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          144 1249  133          324 900  159          184 1660  147          110 1150  263
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           144 1249  133          324 900  159          184 1660  147          110 1150  263
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          144 1249  133          324 900  159          184 1660  147          110 1150  263
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          144 1249  133          324 900  159          184 1660  147          110 1150  263
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.81  0.19          1.00 1.70  0.30          1.00 2.76  0.24          1.00 2.44  0.56
Final Sat.:           1375 2485  265          1375 2337  413          1375 3789  336          1375 3357  768
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.50  0.50          0.24 0.39  0.39          0.13 0.44  0.44          0.08 0.34  0.34
Crit Volume:          691          324          602          110
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Unmitigated PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #152 Woodlake Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.267
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0          0    1    0    1    0          0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             85    164    70          20    104    52          18    236    38          66    289    32
Growth Adj:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:          85    164    70          20    104    52          18    236    38          66    289    32
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           85    164    70          20    104    52          18    236    38          66    289    32
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          85    164    70          20    104    52          18    236    38          66    289    32
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          2.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          85    164    70          20    104    52          36    236    38          66    289    32
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                0.53 1.03  0.44          0.23 1.18  0.59          0.13 1.62  0.25          0.34 1.49  0.17
Final Sat.:           799 1542  658          341 1773  886          197 2435  368          512 2240  248
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11  0.11          0.06 0.06  0.06          0.09 0.10  0.10          0.13 0.13  0.13
Crit Volume:          160    20          155    66
Crit Moves:           ****    ****          ****    ****
*****

```

Future WP Mitigated No Variel Improvement AM Peak Hour
City of Los Angeles
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Scenario Report

Scenario:	Future With Project-Mitigated No Variel Improvement AM
Command:	Future WP Victory + Variel AM Mitigated
Volume:	Future WP - No Bridge - AM
Geometry:	Future Base - No Bridge - Plus Mitigation
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Future WP Mitigated No Variel Improvement AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #1 Vanowen/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.736
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  0  2          1  0  2  1  0          2  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              72  769  135          117 1618          83    88  801          82  114  731  151
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           72  769  135          117 1618          83    88  801          82  114  731  151
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           72  769  135          117 1618          83    88  801          82  114  731  151
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          72  769  135          117 1618          83    88  801          82  114  731  151
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.10          1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00
FinalVolume:          79  769  149          117 1618          83    97  801          82  114  731  151
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                2.00 2.00  2.00          1.00 2.85  0.15          2.00 1.81  0.19          1.00 2.00  1.00
Final Sat.:          2850 2850  2850          1425 4066          209  2850 2585          265  1425 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.27  0.05          0.08 0.40  0.40          0.03 0.31  0.31          0.08 0.26  0.11
Crit Volume:          40          567          441          366
Crit Moves:          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #2 Vanowen/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.837
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        88          Level Of Service:          D
*****
Street Name:          Canoga Ave          Vanowen St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1        1  0  2  0  1        1  0  3  0  1        1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             67  876  115        132 1024        92  119  880  126  383  680  190
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00 1.00
Initial Bse:          67  876  115        132 1024        92  119  880  126  383  680  190
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00 1.00
PHF Volume:           67  876  115        132 1024        92  119  880  126  383  680  190
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          67  876  115        132 1024        92  119  880  126  383  680  190
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00 1.00
Final Volume:         67  876  115        132 1024        92  119  880  126  383  680  190
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500  1500 1500  1500 1500 1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00 1.00
Lanes:                1.00 3.00  1.00        1.00 2.00  1.00  1.00 3.00  1.00 1.00 3.00 1.00
Final Sat.:          1500 4500  1500        1500 3000  1500  1500 4500  1500 1500 4500 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.19  0.08  0.09 0.34  0.06  0.08 0.20  0.08 0.26 0.15  0.13
Crit Volume:          67          512          293          383
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #3 Vanowen/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.760
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78          Level Of Service:          C
*****
Street Name:          De Soto Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Prot+Permit          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  3  0  1          1  0  3  0  1          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             52  921  111          118 1417  196          120 1020  85          219 1153  160
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          52  921  111          118 1417  196          120 1020  85          219 1153  160
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           52  921  111          118 1417  196          120 1020  85          219 1153  160
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          52  921  111          118 1417  196          120 1020  85          219 1153  160
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          52  921  111          118 1417  196          120 1020  85          219 1153  160
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.68  0.32          1.00 3.00  1.00          1.00 3.00  1.00          1.00 2.63  0.37
Final Sat.:          1425 3815  460          1425 4275  1425          1425 4275  1425          1425 3754  521
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.24  0.24          0.08 0.33  0.14          0.08 0.24  0.06          0.15 0.31  0.31
Crit Volume:          52          472          340          219
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #4 Victory/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.715
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  0  1          2  0  3  0  1          2  0  3  1  0          2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             137  854  214          177 1497  106          69  952  123          255  705  115
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          137  854  214          177 1497  106          69  952  123          255  705  115
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           137  854  214          177 1497  106          69  952  123          255  705  115
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          137  854  214          177 1497  106          69  952  123          255  705  115
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          151  854  214          195 1497  106          76  952  123          281  705  115
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                2.00 3.00  1.00          2.00 3.00  1.00          2.00 3.54  0.46          2.00 3.00  1.00
Final Sat.:           2750 4125  1375          2750 4125  1375          2750 4871  629          2750 4125  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.21  0.16          0.07 0.36  0.08          0.03 0.20  0.20          0.10 0.17  0.08
Crit Volume:          75          499          269          140
Crit Moves:          ****          ****          ****          ****
*****

```

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```

*****
Intersection #5 Victory/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.609
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        116          Level Of Service:          B
*****
Street Name:          Canoga Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          2  0  2  1  0          1  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             110  987  117          162 1215  121          128 1166  238          237 1484  63
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          110  987  117          162 1215  121          128 1166  238          237 1484  63
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           110  987  117          162 1215  121          128 1166  238          237 1484  63
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          110  987  117          162 1215  121          128 1166  238          237 1484  63
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00
FinalVolume:          110  987  117          178 1215  121          128 1166  238          261 1484  63
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 3.00  1.00          2.00 2.73  0.27          1.00 4.00  1.00          2.00 3.84  0.16
Final Sat.:           1425 4275  1425          2850 3888  387          1425 5700  1425          2850 5468  232
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.23  0.08          0.06 0.31  0.31          0.09 0.20  0.17          0.09 0.27  0.27
Crit Volume:          329          445          292          130
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #6 Victory/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.783
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        105          Level Of Service:          C
*****
Street Name:          De Soto Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl              Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  3  0  1          2  0  4  0  1          2  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              94  756  173          89 1496  330          105 1295  64  596 1857  119
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           94  756  173          89 1496  330          105 1295  64  596 1857  119
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           94  756  173          89 1496  330          105 1295  64  596 1857  119
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          94  756  173          89 1496  330          105 1295  64  596 1857  119
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00 1.10 1.00  1.00
FinalVolume:          103  756  173          98 1496  330          116 1295  64  656 1857  119
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                2.00 3.00  1.00          2.00 4.00  1.00          2.00 4.00  1.00 2.00 3.76  0.24
Final Sat.:           2750 4125  1375          2750 5500  1375          2750 5500  1375 2750 5169  331
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.18  0.13          0.04 0.27  0.24          0.04 0.24  0.05 0.24 0.36  0.36
Crit Volume:          52              374              324              328
Crit Moves:          ****              ****              ****              ****
*****

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*****
Intersection #7 Erwin/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.677
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          B
*****
Street Name:          Topanga Cyn Blvd          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    1    1    0    2    1    0    1    0    1    1    0    2    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             150 1026    192    165 1503    71    95 399    197    79 188    35
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          150 1026    192    165 1503    71    95 399    197    79 188    35
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           150 1026    192    165 1503    71    95 399    197    79 188    35
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          150 1026    192    165 1503    71    95 399    197    79 188    35
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:          150 1026    192    165 1503    71    95 399    197    87 188    35
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00    1.00 2.86    0.14    1.00 1.34    0.66    2.00 2.00    1.00
Final Sat.:           1500 4500    1500    1500 4297    203    1500 2008    992    3000 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.23    0.13    0.11 0.35    0.35    0.06 0.20    0.20    0.03 0.06    0.02
Crit Volume:          150          525          298          43
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #8 Erwin/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.531
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               2  0  2  0  1          1  0  2  0  2          2  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             125  325  128          121  698  300          205  507  124          70  452  149
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          125  325  128          121  698  300          205  507  124          70  452  149
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           125  325  128          121  698  300          205  507  124          70  452  149
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          125  325  128          121  698  300          205  507  124          70  452  149
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00          1.00 1.00  1.10          1.10 1.00  1.00          1.00 1.00  1.00
Final Volume:         138  325  128          121  698  330          226  507  124          70  452  149
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               2.00 2.00  1.00          1.00 2.00  2.00          2.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          2850 2850  1425          1425 2850  2850          2850 2850  1425          1425 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.11  0.09          0.08 0.24  0.12          0.08 0.18  0.09          0.05 0.16  0.10
Crit Volume:          69          349          113          226
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #9 Erwin/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.594
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          A
*****
Street Name:          Canoga Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Prot+Permit          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               2  0  2  1  0          1  0  2  1  0          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             119 1061          69 120 1368          298 134 288 149          44 218 152
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          119 1061          69 120 1368          298 134 288 149          44 218 152
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           119 1061          69 120 1368          298 134 288 149          44 218 152
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          119 1061          69 120 1368          298 134 288 149          44 218 152
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.10 1.00          1.00 1.00 1.00          1.10 1.00 1.00          1.10 1.00 1.00
FinalVolume:          131 1061          69 120 1368          298 147 288 149          48 218 152
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:               2.00 2.82          0.18 1.00 2.46          0.54 2.00 2.00          1.00 2.00 2.00
Final Sat.:           2850 4014          261 1425 3510          765 2850 2850          1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.26          0.26 0.08 0.39          0.39 0.05 0.10          0.10 0.02 0.08          0.11
Crit Volume:          65          555          74          152
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #10 Erwin/Variel
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.489
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Variel Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             50  178    77          71  429    257    126  194    75    32  343    87
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          50  178    77          71  429    257    126  194    75    32  343    87
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           50  178    77          71  429    257    126  194    75    32  343    87
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          50  178    77          71  429    257    126  194    75    32  343    87
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          50  178    77          71  429    257    126  194    75    32  343    87
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:               1.00 1.40  0.60    1.00 1.25  0.75    1.00 1.44  0.56    1.00 1.60  0.40
Final Sat.:          1500 2094  906    1500 1876  1124    1500 2164  836    1500 2393  607
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.08  0.09    0.05 0.23  0.23    0.08 0.09  0.09    0.02 0.14  0.14
Crit Volume:          50          343          126          215
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #11 Erwin/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.593
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          A
*****
Street Name:          De Soto Ave          Erwin St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Ovl          Include
Min. Green:              0      0      0          0      0      0          0      0      0
Lanes:                   1  0  2  1  0          1  0  4  0  1          1  0  1! 0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:               165 1437          5      24 2211          202      45      2      184          20      11      25
Growth Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:            165 1437          5      24 2211          202      45      2      184          20      11      25
User Adj:                1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:             165 1437          5      24 2211          202      45      2      184          20      11      25
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:            165 1437          5      24 2211          202      45      2      184          20      11      25
PCE Adj:                1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.10          1.00 1.00 1.00
FinalVolume:            165 1437          5      24 2211          202      50      2      202          20      11      25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                  1.00 2.99          0.01 1.00 4.00          1.00 1.00 0.02          1.98 1.00 1.00
Final Sat.:             1425 4260          15      1425 5700          1425          1425      28      2822          1425 1425 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.12 0.34          0.34 0.02 0.39          0.14 0.03 0.07          0.07 0.01 0.01
Crit Volume:            165          553          102          25
Crit Moves:             ****          ****          ****          ****
*****

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*****
Intersection #12 Oxnard/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.713
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        65          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  1  0          1  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             114 1255   332   115 1462   52    54  578   232   198  255   61
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          114 1255   332   115 1462   52    54  578   232   198  255   61
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           114 1255   332   115 1462   52    54  578   232   198  255   61
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          114 1255   332   115 1462   52    54  578   232   198  255   61
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00
FinalVolume:          114 1255   332   115 1462   52    54  578   232   218  255   61
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 3.00   1.00   1.00 2.90   0.10   1.00 2.00   1.00   2.00 2.00   1.00
Final Sat.:           1425 4275   1425   1425 4128   147   1425 2850   1425   2850 2850   1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.29   0.23   0.08 0.35   0.35   0.04 0.20   0.16   0.08 0.09   0.04
Crit Volume:          114          505          289          109
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #13 Oxnard/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.624
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          Canoga Ave          Oxnard St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                2  0  3  0  1      1  0  3  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             143 1204    120    140 1212    118      95 497    122    158 486    78
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          143 1204    120    140 1212    118      95 497    122    158 486    78
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           143 1204    120    140 1212    118      95 497    122    158 486    78
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          143 1204    120    140 1212    118      95 497    122    158 486    78
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         157 1204    120    140 1212    118      95 497    122    158 486    78
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                2.00 3.00    1.00    1.00 3.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           2850 4275    1425    1425 4275    1425    1425 2850    1425    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.28    0.08    0.10 0.28    0.08    0.07 0.17    0.09    0.11 0.17    0.05
Crit Volume:          79          404          249          158
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #14 Oxnard/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.747
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          C
*****
Street Name:          De Soto Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          1  0  4  0  1          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              119 1450    31          45 2294    243          57 149    87    279 442    60
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           119 1450    31          45 2294    243          57 149    87    279 442    60
User Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           119 1450    31          45 2294    243          57 149    87    279 442    60
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          119 1450    31          45 2294    243          57 149    87    279 442    60
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          119 1450    31          45 2294    243          57 149    87    279 442    60
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00          1.00 4.00    1.00          1.00 1.00    1.00    1.00 1.76    0.24
Final Sat.:           1500 4500    1500          1500 6000    1500          1500 1500    1500    1500 2641    359
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.32    0.02    0.03 0.38    0.16    0.04 0.10    0.06    0.19 0.17    0.17
Crit Volume:          119          574          149          279
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #15 Califa/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.522
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          Topanga Cyn Blvd          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    1          1    0    3    0    0          0    0    0    0    0          0    0    0    0    2
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1740    200    117 1805          0    0    0    0          0    0    85
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          0 1740    200    117 1805          0    0    0    0          0    0    85
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           0 1740    200    117 1805          0    0    0    0          0    0    85
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1740    200    117 1805          0    0    0    0          0    0    85
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.10
FinalVolume:          0 1740    200    117 1805          0    0    0    0          0    0    94
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                0.00 3.00    1.00    1.00 3.00    0.00    0.00 0.00    0.00    0.00 0.00    2.00
Final Sat.:           0 4275    1425    1425 4275          0    0    0    0          0    0    2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.41    0.14    0.08 0.42    0.00    0.00 0.00    0.00    0.00 0.00    0.03
Crit Volume:          580          117          0          47
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #16 Califa/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.400
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             25  382  152          114  333          28          35  255          48          67  99  135
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          25  382  152          114  333          28          35  255          48          67  99  135
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           25  382  152          114  333          28          35  255          48          67  99  135
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          25  382  152          114  333          28          35  255          48          67  99  135
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          25  382  152          114  333          28          35  255          48          67  99  135
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.43  0.57          1.00 1.84  0.16          1.00 1.68  0.32          1.00 1.00  1.00
Final Sat.:           1500 2146  854          1500 2767  233          1500 2525  475          1500 1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.18  0.18          0.08 0.12  0.12          0.02 0.10  0.10          0.04 0.07  0.09
Crit Volume:          267          114          152          67
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #17 Califa/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.636
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Canoga Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             259 1485   135   114 1300   135   73 186   107   30 183   53
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          259 1485   135   114 1300   135   73 186   107   30 183   53
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           259 1485   135   114 1300   135   73 186   107   30 183   53
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          259 1485   135   114 1300   135   73 186   107   30 183   53
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          259 1485   135   114 1300   135   73 186   107   30 183   53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.75   0.25   1.00 2.72   0.28   1.00 1.00   1.00   1.00 1.55   0.45
Final Sat.:           1500 4125   375   1500 4077   423   1500 1500   1500   1500 2326   674
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.36   0.36   0.08 0.32   0.32   0.05 0.12   0.07   0.02 0.08   0.08
Crit Volume:          259          478          186          30
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #18 Califa/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.769
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Street Name:          De Soto Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    3    0    1          0    0    0    0    2          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             279 1609          0          0 2261 264          0    0    116          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          279 1609          0          0 2261 264          0    0    116          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           279 1609          0          0 2261 264          0    0    116          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          279 1609          0          0 2261 264          0    0    116          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
FinalVolume:          279 1609          0          0 2261 264          0    0    128          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               1.00 3.00 0.00 0.00 3.00 1.00 0.00 0.00 2.00 0.00 0.00 0.00
Final Sat.:          1425 4275          0          0 4275 1425          0    0    2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20 0.38 0.00 0.00 0.53 0.19 0.00 0.00 0.04 0.00 0.00 0.00
Crit Volume:          279          754          64          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #19 Burbank/US-101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.618
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          US-101 WB On-Ramp          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    1    1    0          2    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          0    0    0          0    640    133    898    277    0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0    0    0          0    0    0          0    640    133    898    277    0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          0    640    133    898    277    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          0    640    133    898    277    0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:           0    0    0          0    0    0          0    640    133    988    277    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 0.00 0.00 0.00 1.00 0.00 1.00 1.66 0.34 2.00 2.00 0.00
Final Sat.:           0    0    0          0 1425    0 1425 2360 490 2850 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.27 0.35 0.10 0.00
Crit Volume:          0          0          387          494
Crit Moves:
*****

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*****
Intersection #20 Burbank/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.827
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        107          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  1  0          1  0  3  0  1          1  0  1  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             248 1549    668          87 1209    545          66 385    259    184 439    42
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          248 1549    668          87 1209    545          66 385    259    184 439    42
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           248 1549    668          87 1209    545          66 385    259    184 439    42
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          248 1549    668          87 1209    545          66 385    259    184 439    42
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:          273 1549    668          87 1209    545          66 385    259    202 439    42
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                2.00 3.00    1.00          1.00 3.00    1.00          1.00 1.20    0.80    2.00 2.74    0.26
Final Sat.:           2850 4275    1425          1425 4275    1425          1425 1704    1146    2850 3902    373
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.36    0.47          0.06 0.28    0.38          0.05 0.23    0.23    0.07 0.11    0.11
Crit Volume:          668          87          322    101
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #21 Burbank/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.637
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  0  1  0          1  0  1  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             87    59    38          176  118    274          293  739    84          69  459    144
Growth Adj:           1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00
Initial Bse:           87    59    38          176  118    274          293  739    84          69  459    144
User Adj:             1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00
PHF Adj:              1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00
PHF Volume:           87    59    38          176  118    274          293  739    84          69  459    144
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          87    59    38          176  118    274          293  739    84          69  459    144
PCE Adj:              1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00
MLF Adj:              1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00
FinalVolume:          87    59    38          176  118    274          293  739    84          69  459    144
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500    1500          1500  1500    1500          1500  1500    1500          1500  1500    1500
Adjustment:           1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00          1.00  1.00    1.00
Lanes:               1.00  0.61    0.39          1.00  1.00    1.00          1.00  2.00    1.00          1.00  1.52    0.48
Final Sat.:          1500  912    588          1500  1500    1500          1500  3000    1500          1500  2284    716
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06  0.06    0.06    0.12  0.08    0.18    0.20  0.25    0.06    0.05  0.20    0.20
Crit Volume:          87          274    293          302
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #22 Burbank/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.704
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Canoga Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  0  2          1  0  2  1  0          1  0  2  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             200 1813    103    187 1158    168    240 522    129    37 319    79
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          200 1813    103    187 1158    168    240 522    129    37 319    79
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           200 1813    103    187 1158    168    240 522    129    37 319    79
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          200 1813    103    187 1158    168    240 522    129    37 319    79
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.10    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          220 1813    113    187 1158    168    240 522    129    37 319    79
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                2.00 3.00    2.00    1.00 2.62    0.38    1.00 2.41    0.59    1.00 2.00    1.00
Final Sat.:           2850 4275    2850    1425 3733    542    1425 3428    847    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.42    0.04    0.13 0.31    0.31    0.17 0.15    0.15    0.03 0.11    0.06
Crit Volume:          604          442          240          160
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #23 Burbank(N)/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.768
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80          Level Of Service:          C
*****
Street Name:          De Soto Ave          Burbank Blvd (N)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1    0    3    0    0          0    0    2    1    0          2    0    0    0    2          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:            223 1590          0          0 1515 767 191 0 112          0    0    0
Growth Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:         223 1590          0          0 1515 767 191 0 112          0    0    0
User Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:          223 1590          0          0 1515 767 191 0 112          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         223 1590          0          0 1515 767 191 0 112          0    0    0
PCE Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Volume:        223 1590          0          0 1515 767 210 0 123          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               1.00 3.00 0.00 0.00 2.00 1.00 2.00 0.00 2.00 0.00 0.00 0.00
Final Sat.:          1425 4275          0          0 2850 1425 2850 0 2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.16 0.37 0.00 0.00 0.53 0.54 0.07 0.00 0.04 0.00 0.00 0.00
Crit Volume:         223          767 105          0
Crit Moves:          ****          ****  ****
*****

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*****
Intersection #24 US-101 WB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.651
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Canoga Ave          US-101 WB Off-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   0      0      3      0      0          0      0      4      0      0          0      0      0      0      0          1      0      0      0      2
-----|-----|-----|-----|
Volume Module:
Base Vol:                0 1022          0      0 1107          0      0      0      0      486      0 1067
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              0 1022          0      0 1107          0      0      0      0      486      0 1067
User Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:              0 1022          0      0 1107          0      0      0      0      486      0 1067
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:             0 1022          0      0 1107          0      0      0      0      486      0 1067
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume:             0 1022          0      0 1107          0      0      0      0      486      0 1174
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                   0.00 3.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.:              0 4275          0      0 5700          0      0      0          0      1425      0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.24 0.00 0.00 0.19 0.00 0.00 0.00 0.00 0.34 0.00 0.41
Crit Volume:              341          0          0          587
Crit Moves:              ****          ****          ****
*****

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*****
Intersection #25 US-101 WB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.612
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        108          Level Of Service:          B
*****
Street Name:          De Soto Ave          US-101 WB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  0          0  0  4  0  2          0  0  0  0  0          1  0  1! 0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              189 1572          0          0 1230  549          0    0    0          160  4  628
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           189 1572          0          0 1230  549          0    0    0          160  4  628
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           189 1572          0          0 1230  549          0    0    0          160  4  628
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          189 1572          0          0 1230  549          0    0    0          160  4  628
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:          189 1572          0          0 1230  604          0    0    0          176  4  691
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 3.00  0.00  0.00 4.00  2.00 0.00 0.00  0.00  1.00 0.01  1.99
Final Sat.:           1425 4275          0          0 5700  2850          0    0    0          1425  16  2834
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.37  0.00  0.00 0.22  0.21  0.00 0.00  0.00  0.12 0.24  0.24
Crit Volume:          524          308          0          347
Crit Moves:          ****          ****
*****

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```

*****
Intersection #26 US-101 EB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.390
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 EB On-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  3  0  1          2  0  2  0  0          0  0  0  0  0          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1027    229    389  780    0    0    0    0    0    0    0
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:           0 1027    229    389  780    0    0    0    0    0    0    0
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:            0 1027    229    389  780    0    0    0    0    0    0    0
Reduct Vol:            0    0    0          0    0    0    0    0    0    0    0
Reduced Vol:           0 1027    229    389  780    0    0    0    0    0    0    0
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:               1.00 1.00  1.00  1.10 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:           0 1027    229    428  780    0    0    0    0    0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:                 0.00 3.00  1.00  2.00 2.00  0.00 0.00 0.00  0.00 0.00 0.00
Final Sat.:            0 4275  1425  2850 2850    0    0    0    0    0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.24  0.16  0.15 0.27  0.00 0.00 0.00  0.00 0.00 0.00
Crit Volume:           342          214          0          0
Crit Moves:            ****          ****
*****

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```

*****
Intersection #27 US-101 EB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.841
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        117          Level Of Service:          D
*****
Street Name:          De Soto Ave          US-101 EB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   0      0      4      0      1          2      0      2      0      0          1      1      0      0      1          0      0      0      0      0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0      859      129          990      410          0      769      4      439          0      0      0
Growth Adj:              1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:              0      859      129          990      410          0      769      4      439          0      0      0
User Adj:                1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:                  1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:              0      859      129          990      410          0      769      4      439          0      0      0
Reduct Vol:              0      0      0          0      0          0      0      0      0          0      0      0
Reduced Vol:              0      859      129          990      410          0      769      4      439          0      0      0
PCE Adj:                 1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:                  1.00      1.00      1.00          1.10      1.00          1.00      1.10      1.00      1.00      1.00      1.00      1.00
FinalVolume:              0      859      129          1089      410          0      846      4      439          0      0      0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425      1425      1425          1425      1425          1425      1425      1425      1425      1425      1425      1425
Adjustment:              1.00      1.00      1.00          1.00      1.00          1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:                   0.00      4.00      1.00          2.00      2.00          0.00      1.99      0.01      1.00      0.00      0.00      0.00
Final Sat.:              0      5700      1425          2850      2850          0      2837      13      1425          0      0      0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00      0.15      0.09          0.38      0.14          0.00      0.30      0.30      0.31      0.00      0.00      0.00
Crit Volume:              215          545          439          0
Crit Moves:              ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #28 Topanga Canyon Blvd/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.819
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        103          Level Of Service:          D
*****
Street Name:          Topanga Canyon Blvd          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          2  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              13 1306    273    202 1792    96    94 133    8    213 111    88
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           13 1306    273    202 1792    96    94 133    8    213 111    88
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           13 1306    273    202 1792    96    94 133    8    213 111    88
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13 1306    273    202 1792    96    94 133    8    213 111    88
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:          13 1306    273    202 1792    96    94 133    8    234 111    88
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 0.94    0.06    2.00 1.00    1.00
Final Sat.:          1425 2850    1425    1425 2850    1425    1425 1344    81    2850 1425    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.46    0.19    0.14 0.63    0.07    0.07 0.10    0.10    0.08 0.08    0.06
Crit Volume:          13          896          141    117
Crit Moves:          ****          ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #29 Topanga Canyon Blvd/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.128
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               2  0  2  0  1          1  0  2  0  2          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:            148  917  157          131 1240          872  607  945          75  300 1031          65
Growth Adj:          1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:         148  917  157          131 1240          872  607  945          75  300 1031          65
User Adj:            1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:             1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:          148  917  157          131 1240          872  607  945          75  300 1031          65
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         148  917  157          131 1240          872  607  945          75  300 1031          65
PCE Adj:             1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:             1.10 1.00  1.00          1.00 1.00          1.10 1.10 1.00          1.00 1.10 1.00
FinalVolume:         163  917  157          131 1240          959  668  945          75  330 1031          65
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1375 1375  1375          1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:          1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:              2.00 2.00  1.00          1.00 2.00          2.00 2.00 2.00          1.00 2.00 2.00
Final Sat.:          2750 2750  1375          1375 2750          2750 2750 2750          1375 2750 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.06 0.33  0.11          0.10 0.45          0.35 0.24 0.34          0.05 0.12 0.37          0.05
Crit Volume:         81          620          334          516
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #30 Topanga Canyon Blvd/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.032
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             107  941  128          130 1667  148          63  859  75          63  665  108
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          107  941  128          130 1667  148          63  859  75          63  665  108
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           107  941  128          130 1667  148          63  859  75          63  665  108
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          107  941  128          130 1667  148          63  859  75          63  665  108
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          107  941  128          130 1667  148          63  859  75          63  665  108
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.84  0.16          1.00 1.72  0.28
Final Sat.:           1425 2850  1425          1425 2850  1425          1425 2621  229          1425 2452  398
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.33  0.09          0.09 0.58  0.10          0.04 0.33  0.33          0.04 0.27  0.27
Crit Volume:          107          834          467          63
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #31 Shoup Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.881
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        121          Level Of Service:          D
*****
Street Name:          Shoup Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              170  732   87   89 1082  121  144  893  259  164  831   54
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           170  732   87   89 1082  121  144  893  259  164  831   54
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           170  732   87   89 1082  121  144  893  259  164  831   54
Reduct Vol:            0      0      0      0      0      0      0      0      0      0
Reduced Vol:          170  732   87   89 1082  121  144  893  259  164  831   54
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          170  732   87   89 1082  121  144  893  259  164  831   54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 3000  1500  1500 3000  1500  1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.24  0.06  0.06 0.36  0.08  0.10 0.30  0.17  0.11 0.28  0.04
Crit Volume:           170          541          447          164
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #32 Topanga Canyon Blvd/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.316
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              137  888  171          99 1850  155          200  816  140          340 1164  112
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           137  888  171          99 1850  155          200  816  140          340 1164  112
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            137  888  171          99 1850  155          200  816  140          340 1164  112
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           137  888  171          99 1850  155          200  816  140          340 1164  112
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:           137  888  171          99 1850  155          220  816  140          374 1164  112
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00          1.00 2.00  1.00          2.00 2.00  1.00          2.00 1.82  0.18
Final Sat.:            1375 2750  1375          1375 2750  1375          2750 2750  1375          2750 2509  241
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.32  0.12          0.07 0.67  0.11          0.08 0.30  0.10          0.14 0.46  0.46
Crit Volume:           137          925          110          638
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #33 Owensmouth Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.716
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  1  0  1      1  0  1  1  0      1  0  2  0  1      2  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              55  173      88      52  697      51      30  866      73  320 1191      38
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           55  173      88      52  697      51      30  866      73  320 1191      38
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           55  173      88      52  697      51      30  866      73  320 1191      38
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          55  173      88      52  697      51      30  866      73  320 1191      38
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:          55  173      88      52  697      51      30  866      73  352 1191      38
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 1.00  1.00  1.00 1.86  0.14  1.00 2.00  1.00  2.00 1.94  0.06
Final Sat.:          1500 1500  1500  1500 2795  205  1500 3000  1500  3000 2907  93
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.12  0.06  0.03 0.25  0.25  0.02 0.29  0.05  0.12 0.41  0.41
Crit Volume:          55          374      30          615
Crit Moves:          ****          ****      ****          ****
*****

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*****
Intersection #34 Canoga Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.844
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Canoga Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              75  764  121          75 1155  118          94  921  69  146 1511  141
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           75  764  121          75 1155  118          94  921  69  146 1511  141
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            75  764  121          75 1155  118          94  921  69  146 1511  141
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           75  764  121          75 1155  118          94  921  69  146 1511  141
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.10 1.00  1.00
Final Volume:          75  764  121          75 1155  118          94  921  69  161 1511  141
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00  2.00 2.74  0.26
Final Sat.:            1425 2850  1425          1425 2850  1425          1425 2850  1425  2850 3910  365
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.27  0.08          0.05 0.41  0.08          0.07 0.32  0.05  0.06 0.39  0.39
Crit Volume:           75          578          461          551
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #35 De Soto Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.806
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96          Level Of Service:          D
*****
Street Name:          De Soto Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Permitted          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          1  0  3  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              94  883  129          120 1522  163          97 1160  90          216 1349  111
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           94  883  129          120 1522  163          97 1160  90          216 1349  111
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           94  883  129          120 1522  163          97 1160  90          216 1349  111
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          94  883  129          120 1522  163          97 1160  90          216 1349  111
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          94  883  129          120 1522  163          97 1160  90          216 1349  111
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 3.00  1.00          1.00 3.00  1.00          1.00 2.78  0.22          1.00 3.00  1.00
Final Sat.:           1425 4275  1425          1425 4275  1425          1425 3967  308          1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.21  0.09          0.08 0.36  0.11          0.07 0.29  0.29          0.15 0.32  0.08
Crit Volume:           94          507          97          450
Crit Moves:           ****          ****          ****          ****
*****

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

```

*****
Intersection #36 Fallbrook Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.687
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             38 1262    54          68 1703    124          110 543    97          112 436    45
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          38 1262    54          68 1703    124          110 543    97          112 436    45
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           38 1262    54          68 1703    124          110 543    97          112 436    45
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          38 1262    54          68 1703    124          110 543    97          112 436    45
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          38 1262    54          68 1703    124          110 543    97          112 436    45
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.88    0.12          1.00 2.80    0.20          1.00 2.00    1.00          1.00 2.00    1.00
Final Sat.:           1500 4315    185          1500 4195    305          1500 3000    1500          1500 3000    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.29    0.29          0.05 0.41    0.41          0.07 0.18    0.06          0.07 0.15    0.03
Crit Volume:          38          609          272          112
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #37 Shoup Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.772
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Street Name:          Shoup Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             71  765    81    112 1204    148    145  706    128    142  680    71
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          71  765    81    112 1204    148    145  706    128    142  680    71
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           71  765    81    112 1204    148    145  706    128    142  680    71
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          71  765    81    112 1204    148    145  706    128    142  680    71
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         71  765    81    112 1204    148    145  706    128    142  680    71
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:          1500 3000    1500    1500 3000    1500    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.26    0.05    0.07 0.40    0.10    0.10 0.24    0.09    0.09 0.23    0.05
Crit Volume:          71          602          145          340
Crit Moves:          ****              ****              ****              ****
*****

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*****
Intersection #38 Owensmouth Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.699
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  3  0  1          2  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             21  180    79    109 1073    175    86  875    105    267  955    124
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          21  180    79    109 1073    175    86  875    105    267  955    124
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           21  180    79    109 1073    175    86  875    105    267  955    124
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          21  180    79    109 1073    175    86  875    105    267  955    124
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
Final Volume:         21  180    79    109 1073    175    86  875    105    294  955    124
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 3.00    1.00    2.00 2.66    0.34
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 4275    1425    2850 3784    491
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.06    0.06    0.08 0.38    0.12    0.06 0.20    0.07    0.10 0.25    0.25
Crit Volume:          21          537          292          147
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #39 Variel Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.416
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Variel Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1!  0  0          0  0  1!  0  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             78    3    48          19    1    27          12  891    49          60 1368    23
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           78    3    48          19    1    27          12  891    49          60 1368    23
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           78    3    48          19    1    27          12  891    49          60 1368    23
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78    3    48          19    1    27          12  891    49          60 1368    23
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          78    3    48          19    1    27          12  891    49          60 1368    23
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               0.61 0.02  0.37          0.40 0.02  0.58          1.00 2.84  0.16          1.00 2.95  0.05
Final Sat.:           907    35    558          606    32    862          1500 4265    235          1500 4426    74
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.09  0.09          0.03 0.03  0.03          0.01 0.21  0.21          0.04 0.31  0.31
Crit Volume:          129          19          12          464
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #40 Topanga Canyon Blvd/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.491
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              11  979    45          23 1766    43          41    7    6          32  14    13
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           11  979    45          23 1766    43          41    7    6          32  14    13
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           11  979    45          23 1766    43          41    7    6          32  14    13
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          11  979    45          23 1766    43          41    7    6          32  14    13
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          11  979    45          23 1766    43          41    7    6          32  14    13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.87  0.13          1.00 2.93  0.07          0.76 0.13  0.11          1.00 1.00  1.00
Final Sat.:          1425 4087  188          1425 4173  102          1082 185  158          1425 1425  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.24  0.24          0.02 0.42  0.42          0.04 0.04  0.04          0.02 0.01  0.01
Crit Volume:          11          603          54          32
Crit Moves:          ****          ****          ****          ****
*****

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 Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #41 Woodlake Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.788
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Woodlake Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0    1    0    1    0    1    0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41    129    104    299    243    107    99    1274    41    89    635    96
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          41    129    104    299    243    107    99    1274    41    89    635    96
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           41    129    104    299    243    107    99    1274    41    89    635    96
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41    129    104    299    243    107    99    1274    41    89    635    96
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          41    129    104    299    243    107    99    1274    41    89    635    96
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                0.30    0.94    0.76    1.00    1.00    1.00    1.00    1.94    0.06    1.00    1.74    0.26
Final Sat.:           449    1412    1139    1500    1500    1500    1500    2906    94    1500    2606    394
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09    0.09    0.09    0.20    0.16    0.07    0.07    0.44    0.44    0.06    0.24    0.24
Crit Volume:          137    299          658    89
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #42 Fallbrook Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.846
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        121          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          2  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              155  971    64    164 1545    113    175 1005    161    109  648    185
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           155  971    64    164 1545    113    175 1005    161    109  648    185
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            155  971    64    164 1545    113    175 1005    161    109  648    185
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           155  971    64    164 1545    113    175 1005    161    109  648    185
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.10 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:           155  971    64    180 1545    113    175 1005    161    109  648    185
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.00    1.00    2.00 2.80    0.20    1.00 2.59    0.41    1.00 3.00    1.00
Final Sat.:            1425 2850    1425    2850 3984    291    1425 3685    590    1425 4275    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.34    0.04    0.06 0.39    0.39    0.12 0.27    0.27    0.08 0.15    0.13
Crit Volume:           155          553          389          109
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #43 Shoup Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.899
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        142          Level Of Service:          D
*****
Street Name:          Shoup Ave          Victory Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             109  711   53   136 1360   74   102  962   281   108  749   83
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          109  711   53   136 1360   74   102  962   281   108  749   83
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           109  711   53   136 1360   74   102  962   281   108  749   83
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          109  711   53   136 1360   74   102  962   281   108  749   83
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          109  711   53   136 1360   74   102  962   281   108  749   83
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 1.86   0.14   1.00 1.90   0.10   1.00 2.32   0.68   1.00 2.70   0.30
Final Sat.:           1500 2792   208   1500 2845   155   1500 3483   1017   1500 4051   449
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.25   0.25   0.09 0.48   0.48   0.07 0.28   0.28   0.07 0.18   0.18
Crit Volume:          109          717          414   108
Crit Moves:          ****          ****          ****   ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #44 Westfield Way (Pvt)/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.310
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Westfield Way (Pvt)          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  1  0  0  1          0  1  0  0  1          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             14    5    12          5    9    29          23 1233    47          18 1492    13
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           14    5    12          5    9    29          23 1233    47          18 1492    13
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           14    5    12          5    9    29          23 1233    47          18 1492    13
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          14    5    12          5    9    29          23 1233    47          18 1492    13
PCE Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          14    5    12          5    9    29          23 1233    47          18 1492    13
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               0.74 0.26  1.00          0.36 0.64  1.00          1.00 3.85  0.15          1.00 3.97  0.03
Final Sat.:          1050 375  1425          509 916  1425          1425 5491  209          1425 5651  49
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.01 0.01  0.01          0.01 0.01  0.02          0.02 0.22  0.22          0.01 0.26  0.26
Crit Volume:          14          29          23          376
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #45 Owensmouth Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.684
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          2  0  3  0  1          2  0  3  1  0          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              78  291  130          237 1186  231          63 1197  144          241 1196  89
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           78  291  130          237 1186  231          63 1197  144          241 1196  89
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           78  291  130          237 1186  231          63 1197  144          241 1196  89
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78  291  130          237 1186  231          63 1197  144          241 1196  89
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          78  291  130          261 1186  231          69 1197  144          265 1196  89
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 3.00  1.00          2.00 3.00  1.00          2.00 3.57  0.43          2.00 3.72  0.28
Final Sat.:          1375 4125  1375          2750 4125  1375          2750 4909  591          2750 5119  381
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.07  0.09          0.09 0.29  0.17          0.03 0.24  0.24          0.10 0.23  0.23
Crit Volume:          78          395          335          133
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #46 Variel Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.578
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          A
*****
Street Name:          Variel Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  0  1  0          0  0  0  0  0          1  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              103    0    173          0    0    0          0 1336    272    575 1813    0
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           103    0    173          0    0    0          0 1336    272    575 1813    0
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            103    0    173          0    0    0          0 1336    272    575 1813    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           103    0    173          0    0    0          0 1336    272    575 1813    0
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:           103    0    173          0    0    0          0 1336    272    633 1813    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 0.00  1.00          0.00 0.00  0.00          1.00 4.00  1.00  2.00 4.00  0.00
Final Sat.:            1425    0  1425          0    0    0          1425 5700  1425  2850 5700    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.00  0.12          0.00 0.00  0.00          0.00 0.23  0.19  0.22 0.32  0.00
Crit Volume:           173          0          334          316
Crit Moves:                ****                ****                ****
*****

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*****
Intersection #47 Mason Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.822
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        158          Level Of Service:          D
*****
Street Name:          Mason Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Protected        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  0  1  1        2  0  1  1  1        2  0  3  0  1        1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              93    86    29        351  364  1122        312 1836  310    101 1907  156
Growth Adj:            1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           93    86    29        351  364  1122        312 1836  310    101 1907  156
User Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           93    86    29        351  364  1122        312 1836  310    101 1907  156
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          93    86    29        351  364  1122        312 1836  310    101 1907  156
PCE Adj:              2.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.10        1.10 1.00  1.10        1.10 1.00  1.00    1.00 1.00  1.00
FinalVolume:          186    86    32        386  364  1234        343 1836  310    101 1907  156
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425        1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 1.00  1.00        2.00 1.00  2.00        2.00 3.00  1.00    1.00 3.00  1.00
Final Sat.:           1425 1425  1425        2850 1425  2850        2850 4275  1425    1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.06  0.02        0.14 0.26  0.43        0.12 0.43  0.22    0.07 0.45  0.11
Crit Volume:           86          364          172          636
Crit Moves:
*****

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*****
Intersection #48 Owensmouth Ave/Canyon Creek Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.631
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Canyon Creek Rd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2    0    2    0    0          0    0    2    0    1          1    0    0    0    2          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             58    270          0          0 1598          7          0    0    124          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          58    270          0          0 1598          7          0    0    124          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           58    270          0          0 1598          7          0    0    124          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          58    270          0          0 1598          7          0    0    124          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
FinalVolume:          64    270          0          0 1598          7          0    0    136          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                2.00 2.00 0.00 0.00 2.00 1.00 1.00 0.00 2.00 0.00 0.00 0.00
Final Sat.:           2850 2850          0          0 2850 1425 1425 0 2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.09 0.00 0.00 0.56 0.00 0.00 0.00 0.05 0.00 0.00 0.00
Crit Volume:          32          799          68          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #49 Shoup Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.545
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Street Name:          Shoup Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Protected        Permitted        Split Phase      Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      0  0  1! 0  0      1  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             2  798  113      306 1257      8    14    4    17    103    3    107
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          2  798  113      306 1257      8    14    4    17    103    3    107
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           2  798  113      306 1257      8    14    4    17    103    3    107
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          2  798  113      306 1257      8    14    4    17    103    3    107
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Volume:         2  798  113      306 1257      8    14    4    17    113    3    107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00    1.00 1.99  0.01  0.40 0.11  0.49  1.95 0.05  1.00
Final Sat.:           1425 2850  1425    1425 2832      18    570 163    692  2776    74  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.28  0.08    0.21 0.44  0.44  0.02 0.02  0.02  0.04 0.04  0.08
Crit Volume:          2          633          35          107
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #50 Shoup Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.292
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Oxnard St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  1  1  0        1  0  2  0  1        1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             92  765    69    148  967    176    61  723    71    129 1178    182
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          92  765    69    148  967    176    61  723    71    129 1178    182
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           92  765    69    148  967    176    61  723    71    129 1178    182
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          92  765    69    148  967    176    61  723    71    129 1178    182
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          92  765    69    148  967    176    61  723    71    129 1178    182
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 1.69    0.31    1.00 2.00    1.00    1.00 1.00    1.00
Final Sat.:          1425 2850    1425    1425 2411    439    1425 2850    1425    1425 1425    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.27    0.05    0.10 0.40    0.40    0.04 0.25    0.05    0.09 0.83    0.13
Crit Volume:          92          572          362          1178
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #51 Owensmouth Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.617
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             78  341    51          97  712    123    157  565    269    148  446    68
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          78  341    51          97  712    123    157  565    269    148  446    68
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           78  341    51          97  712    123    157  565    269    148  446    68
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78  341    51          97  712    123    157  565    269    148  446    68
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         78  341    51          97  712    123    157  565    269    148  446    68
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 1.74    0.26    1.00 1.71    0.29    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:          1500 2610    390    1500 2558    442    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.13    0.13    0.06 0.28    0.28    0.10 0.19    0.18    0.10 0.15    0.05
Crit Volume:          78          418          283          148
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #52
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.540
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 1 0      1 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      50 710      64 192 636      82 98 329      52 31 172      56
Growth Adj:  1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:  50 710      64 192 636      82 98 329      52 31 172      56
User Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:  50 710      64 192 636      82 98 329      52 31 172      56
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:  50 710      64 192 636      82 98 329      52 31 172      56
PCE Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:      1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:  50 710      64 192 636      82 98 329      52 31 172      56
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:  1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:      1.00 1.83      0.17 1.00 1.77      0.23 1.00 1.00      1.00 1.00 0.75      0.25
Final Sat.:  1425 2614      236 1425 2525      325 1425 1425      1425 1425 1075      350
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.04 0.27      0.27 0.13 0.25      0.25 0.07 0.23      0.04 0.02 0.16      0.16
Crit Volume:  50          359          329          31
Crit Moves:  ****          ****          ****          ****
*****

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```

*****
Intersection #53 Shoup Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.830
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        110          Level Of Service:          D
*****
Street Name:          Shoup Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Protected        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  0  1  0        1  1  0  0  1        1  0  2  1  0        1  0  2  1  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              71  437  130      648  188  274      83 1020  72      50  837  343
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           71  437  130      648  188  274      83 1020  72      50  837  343
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           71  437  130      648  188  274      83 1020  72      50  837  343
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          71  437  130      648  188  274      83 1020  72      50  837  343
PCE Adj:              1.00 1.00  1.00      2.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.10 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.10
FinalVolume:          71  437  130      713  188  274      83 1020  72      50  837  377
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.22 1.37  0.41      1.58 0.42  1.00      1.00 2.80  0.20      1.00 2.76  1.24
Final Sat.:           317 1952  581      2255 595  1425      1425 3993  282      1425 3929  1771
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.22 0.22  0.22      0.32 0.32  0.19      0.06 0.26  0.26      0.04 0.21  0.21
Crit Volume:                319  450                364  50
Crit Moves:                ****  ****                ****  ****
*****

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*****
Intersection #54 US-101 EB/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.621
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          US-101 EB On Ramp          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Ignore          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0    0    0    0    1          0    0    0    0    0          2    0    1    1    0          0    1    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    0    1505          0    0    0          904    868          4          19    1098          48
Growth Adj:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:          0    0    1505          0    0    0          904    868          4          19    1098          48
User Adj:             1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:           0    0    0          0    0    0          904    868          4          19    1098          48
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          0    0    0          0    0    0          904    868          4          19    1098          48
PCE Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          4.00    1.00    1.00
MLF Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.10    1.00    1.00          1.00    1.00    1.00
FinalVolume:          0    0    0          0    0    0          994    868          4          76    1098          48
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425          1425    1425    1425          1425    1425    1425          1425    1425    1425
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                0.00    0.00    1.00          0.00    0.00    0.00          2.00    1.99    0.01          0.05    2.83    0.12
Final Sat.:           0    0    1425          0    0    0          2850    2837          13          70    4029          176
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00    0.00    0.00          0.00    0.00    0.00          0.35    0.31    0.31          0.27    0.27    0.27
Crit Volume:          0          0          497          388
Crit Moves:
*****

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*****
Intersection #55
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.447
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Ignore      Ignore      Ignore
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 3 0 0      0 0 3 0 0      0 0 0 0 1      0 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2012      0 0 1522      0 0 0 550      0 0 0 408
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 2012      0 0 1522      0 0 0 550      0 0 0 408
User Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Volume:      0 2012      0 0 1522      0 0 0 550      0 0 0 408
Reduct Vol:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:      0 2012      0 0 1522      0 0 0 550      0 0 0 408
PCE Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
FinalVolume:      0 2012      0 0 1522      0 0 0 550      0 0 0 408
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 3.00 0.00  0.00 3.00 0.00  0.00 0.00 1.00  0.00 0.00 1.00
Final Sat.:      0 4500      0 0 4500      0 0 0 1500      0 0 0 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.45 0.00  0.00 0.34 0.00  0.00 0.00 0.00  0.00 0.00 0.00
Crit Volume:      671      0      0      0
Crit Moves:      ****      ****
*****

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*****
Intersection #56
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.810
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        120          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1  0  3  0  1      2  0  2  1  1      3  0  2  1  0      2  0  2  0  2
-----|-----|-----|-----|
Volume Module:
Base Vol:      154 1287      326      145 886      94      766 1074      136      206 648      218
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      154 1287      326      145 886      94      766 1074      136      206 648      218
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      154 1287      326      145 886      94      766 1074      136      206 648      218
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      154 1287      326      145 886      94      766 1074      136      206 648      218
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.10 1.00      1.10      1.10 1.00      1.00      1.10 1.00      1.10
FinalVolume:      154 1287      326      160 886      103      843 1074      136      227 648      240
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      1.00      2.00 3.00      1.00      3.00 2.66      0.34      2.00 2.00      2.00
Final Sat.:      1375 4125      1375      2750 4125      1375      4125 3661      464      2750 2750      2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.11 0.31      0.24      0.06 0.21      0.08      0.20 0.29      0.29      0.08 0.24      0.09
Crit Volume:      429      80      281      324
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #57
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.750
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 0 1      2 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      157 452      74      186 291      264      544 1289      72      60 963      252
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      157 452      74      186 291      264      544 1289      72      60 963      252
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      157 452      74      186 291      264      544 1289      72      60 963      252
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      157 452      74      186 291      264      544 1289      72      60 963      252
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      157 452      74      186 291      264      598 1289      72      60 963      252
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 1.72      0.28      1.00 1.00      1.00      2.00 2.84      0.16      1.00 3.00      1.00
Final Sat.:      1425 2449      401      1425 1425      1425      2850 4049      226      1425 4275      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.11 0.18      0.18      0.13 0.20      0.19      0.21 0.32      0.32      0.04 0.23      0.18
Crit Volume:      263      186      299      321
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #58
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.854
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        127          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Permitted
Rights:      Include      Include      Include      Ovl
Min. Green:      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      2 0 1 0 1      1 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      95 259 148 692 190 398 238 1215 57 78 1349 503
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 95 259 148 692 190 398 238 1215 57 78 1349 503
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 95 259 148 692 190 398 238 1215 57 78 1349 503
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 95 259 148 692 190 398 238 1215 57 78 1349 503
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 95 259 148 761 190 398 238 1215 57 78 1349 503
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.00 1.00 1.00 2.87 0.13 1.00 3.00 1.00
Final Sat.: 1425 2850 1425 2850 1425 1425 1425 4083 192 1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.07 0.09 0.10 0.27 0.13 0.28 0.17 0.30 0.30 0.05 0.32 0.35
Crit Volume: 148 381 238 450
Crit Moves: **** **** **** ****
*****

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```

*****
Intersection #59
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.589
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      7 1184      4      1 1390      14      118 18      20      15 5      3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 1184      4      1 1390      14      118 18      20      15 5      3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 1184      4      1 1390      14      118 18      20      15 5      3
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 7 1184      4      1 1390      14      118 18      20      15 5      3
PCE Adj: 6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 42 1184      4      6 1390      14      118 18      20      15 5      3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 1.98 0.01 0.01 1.97 0.02 0.76 0.11 0.13 0.65 0.22 0.13
Final Sat.: 18 2972      10      2 2968      30      1135 173      192      978 326      196
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.39 0.40 0.41 0.47 0.47 0.47 0.10 0.10 0.10 0.02 0.02 0.02
Crit Volume: 7      705      156      15
Crit Moves: ****      ****      ****      ****
*****

```

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```

*****
Intersection #60
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.577
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      2      1      0      1      0      2      1      0      1      0      0      0      1      1      0      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      52      893      0      24      1777      91      118      0      36      3      0      1
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      52      893      0      24      1777      91      118      0      36      3      0      1
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      52      893      0      24      1777      91      118      0      36      3      0      1
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      52      893      0      24      1777      91      118      0      36      3      0      1
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      52      893      0      24      1777      91      118      0      36      3      0      1
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375      1375      1375      1375      1375      1375      1375      1375      1375      1375      1375      1375
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      3.00      0.00      1.00      2.85      0.15      1.00      0.00      1.00      1.00      0.00      1.00
Final Sat.:      1375      4125      0      1375      3924      201      1375      0      1375      1375      0      1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.04      0.22      0.00      0.02      0.45      0.45      0.09      0.00      0.03      0.00      0.00      0.00
Crit Volume:      52          623      118          1
Crit Moves:      ****          ****      ****          ****
*****

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*****
Intersection #61 De Soto Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.798
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71          Level Of Service:          C
*****
Street Name:          De Soto Ave          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              85  855    36          38 1960    46          76  12    236    120  25    53
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           85  855    36          38 1960    46          76  12    236    120  25    53
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           85  855    36          38 1960    46          76  12    236    120  25    53
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          85  855    36          38 1960    46          76  12    236    120  25    53
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          85  855    36          38 1960    46          76  12    236    120  25    53
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.88  0.12          1.00 2.93  0.07          0.23 0.04  0.73  0.60 0.13  0.27
Final Sat.:          1500 4318  182          1500 4397  103          352  56  1093  909 189  402
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.20  0.20          0.03 0.45  0.45          0.22 0.22  0.22  0.13 0.13  0.13
Crit Volume:          85          669          324    120
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #62
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.517
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      2      1      0      1      0      3      0      0      0      0      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0      986      12      9      2194      0      0      0      0      5      0      4
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      0      986      12      9      2194      0      0      0      0      5      0      4
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      0      986      12      9      2194      0      0      0      0      5      0      4
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      0      986      12      9      2194      0      0      0      0      5      0      4
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      0      986      12      9      2194      0      0      0      0      5      0      4
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      2.96      0.04      1.00      3.00      0.00      0.00      0.00      0.00      1.00      0.00      1.00
Final Sat.:      1425      4224      51      1425      4275      0      0      0      0      1425      0      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00      0.23      0.23      0.01      0.51      0.00      0.00      0.00      0.00      0.00      0.00      0.00
Crit Volume:      0      731      0      5
Crit Moves:      ****      ****      ****
*****

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*****
Intersection #63 Canoga Ave/Trillium Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.526
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          Trillium Dwy (Pvt)
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Split Phase        Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    2    1    0    2    0    3    0    0    0    0    0    0    0    1    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1082    446    272 1644    0    0    0    0    142    0    26
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1082    446    272 1644    0    0    0    0    142    0    26
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1082    446    272 1644    0    0    0    0    142    0    26
Reduct Vol:           0    0    0        0    0    0    0    0    0    0    0    0
Reduced Vol:          0 1082    446    272 1644    0    0    0    0    142    0    26
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Volume:         0 1082    446    299 1644    0    0    0    0    156    0    26
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.12    0.88    2.00 3.00    0.00 0.00 0.00 0.00 1.71 0.00 0.29
Final Sat.:           1425 3027    1248    2850 4275    0    0    0    0    2443    0    407
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.36    0.36    0.10 0.38    0.00 0.00 0.00 0.00 0.06 0.00 0.06
Crit Volume:          509    150          0          91
Crit Moves:          ****    ****          ****
*****

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*****
Intersection #64 De Soto Ave/Warner Center Lane (Pvt)/Serrania Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.674
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          De Soto Ave          Warner Center Lane (Pvt)/Serrania
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  1  0          0  0  0  0  1          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             170 1750          19    138 2231          48          0    0    69    13    2    36
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          170 1750          19    138 2231          48          0    0    69    13    2    36
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           170 1750          19    138 2231          48          0    0    69    13    2    36
Reduct Vol:           0    0    0          0    0    0          0    0    0    0    0    0
Reduced Vol:          170 1750          19    138 2231          48          0    0    69    13    2    36
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          170 1750          19    138 2231          48          0    0    69    13    2    36
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00          1.00 2.94 0.06          0.00 0.00 1.00 0.25 0.04 0.71
Final Sat.:           1500 4500          1500 1500 4405          95          0    0  1500  382  59 1059
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.39          0.01 0.09 0.51          0.51 0.00 0.00 0.05 0.03 0.03 0.03
Crit Volume:          170          760          69    13
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #65 Canoga AveWarner Ranch Rd (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.729
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          C
*****
Street Name:          Canoga Ave          Warner Ranch Rd (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             7 1890    196    307 1179    1          1    0    19    0    0    90
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
Initial Bse:          7 1890    196    307 1179    1          1    0    19    0    0    90
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
PHF Volume:           7 1890    196    307 1179    1          1    0    19    0    0    90
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          7 1890    196    307 1179    1          1    0    19    0    0    90
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
FinalVolume:          7 1890    196    307 1179    1          1    0    19    0    0    90
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500 1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
Lanes:                1.00 2.72    0.28    1.00 2.99    0.01    0.05 0.00    0.95 1.00 0.00    1.00
Final Sat.:           1500 4077    423    1500 4496    4          75    0 1425    1500    0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.46    0.46    0.20 0.26    0.26    0.01 0.00    0.01 0.00 0.00    0.06
Crit Volume:          695    307          1          90
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #66
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.707
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      128 1701      79      133 1455      122      44 11      39      207 12      118
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      128 1701      79      133 1455      122      44 11      39      207 12      118
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      128 1701      79      133 1455      122      44 11      39      207 12      118
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      128 1701      79      133 1455      122      44 11      39      207 12      118
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      128 1701      79      133 1455      122      48 11      39      207 12      118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.87      0.13      1.00 2.77      0.23      2.00 1.00      1.00      1.00 0.09      0.91
Final Sat.:      1375 3942      183      1375 3806      319      2750 1375      1375      1375 127      1248
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.43      0.43      0.10 0.38      0.38      0.02 0.01      0.03      0.15 0.09      0.09
Crit Volume:      593      133      39      207
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #67 Owensmouth Ave/Promenade Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.349
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Promenade Dwy (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  1  0  1  0          0  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             35  404    50          71  825    56          17    1    19          0    0    31
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           35  404    50          71  825    56          17    1    19          0    0    31
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           35  404    50          71  825    56          17    1    19          0    0    31
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35  404    50          71  825    56          17    1    19          0    0    31
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         35  404    50          71  825    56          17    1    19          0    0    31
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.78  0.22          1.00 1.87  0.13          0.92 0.08  1.00          0.00 1.00  1.00
Final Sat.:           1500 2670  330          1500 2809  191          1378 122  1500          0 1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.15  0.15          0.05 0.29  0.29          0.01 0.01  0.01          0.00 0.00  0.02
Crit Volume:          35          441          17          31
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #68 Owensmouth Ave/West Valley Way (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.582
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          West Valley Way (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1    0    2    0    0          0    0    1    1    0          1    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:            67  461    0          0 1168  257    47    0    50          0    0    0
Growth Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:         67  461    0          0 1168  257    47    0    50          0    0    0
User Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          67  461    0          0 1168  257    47    0    50          0    0    0
Reduct Vol:          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         67  461    0          0 1168  257    47    0    50          0    0    0
PCE Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:         67  461    0          0 1168  257    47    0    50          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:           1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:         1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:             1.00 2.00  0.00  0.00 1.64  0.36  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:        1425 2850    0          0 2336  514  1425    0 1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.05 0.16  0.00  0.00 0.50  0.50  0.03 0.00  0.04  0.00 0.00  0.00
Crit Volume:         67          713          50          0
Crit Moves:         ****          ****          ****
*****

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```

*****
Intersection #69 Canoga Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.488
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Canoga Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    1    0          1    0    2    0    0          0    0    0    0    0          1    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0    882    15          2    1371    0          0    0    0          16    0    1
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    882    15          2    1371    0          0    0    0          16    0    1
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    882    15          2    1371    0          0    0    0          16    0    1
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    882    15          2    1371    0          0    0    0          16    0    1
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0    882    15          2    1371    0          0    0    0          18    0    1
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.95 0.05 1.00 2.00 0.00 0.00 0.00 0.00 1.89 0.00 0.11
Final Sat.:           0    4204    71 1425 2850    0          0    0    0          2697    0    153
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.21 0.21 0.00 0.48 0.00 0.00 0.00 0.00 0.01 0.00 0.01
Crit Volume:          0          686          0          9
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #70 AMC Dwy/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.406
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          AMC Dwy          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  0  1  1      1  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             28    1    64        9    4    13        46  947  121        63  872  30
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          28    1    64        9    4    13        46  947  121        63  872  30
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           28    1    64        9    4    13        46  947  121        63  872  30
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          28    1    64        9    4    13        46  947  121        63  872  30
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.10      1.10 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          28    1    70        10   4    13        46  947  121        63  872  30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                1.00 0.03  1.97      1.42 0.58  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:           1425  40  2810      2030 820  1425      1425 2850  1425      1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.03  0.03      0.00 0.00  0.01      0.03 0.33  0.08      0.04 0.31  0.02
Crit Volume:          36          7          474          63
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #71 Eton Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.430
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Eton Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  0  1  0      1  0  0  1  0      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             76    0    21      3    1    4      14  900    39    27 1544    8
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          76    0    21      3    1    4      14  900    39    27 1544    8
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           76    0    21      3    1    4      14  900    39    27 1544    8
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          76    0    21      3    1    4      14  900    39    27 1544    8
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Final Volume:         76    0    21      3    1    4      14  900    39    27 1544    8
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 0.00  1.00    1.00 0.20  0.80    1.00 2.88  0.12    1.00 2.98  0.02
Final Sat.:           1425    0  1425    1425 285  1140    1425 4097  178    1425 4253  22
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.00  0.01    0.00 0.00  0.00    0.01 0.22  0.22    0.02 0.36  0.36
Crit Volume:          76          5          14          517
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #72 Independence Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.462
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Independence Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  1  0  0  1          0  0  1! 0  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             45    1    139          37    2    44          16  903    43          78 1385    16
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           45    1    139          37    2    44          16  903    43          78 1385    16
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           45    1    139          37    2    44          16  903    43          78 1385    16
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          45    1    139          37    2    44          16  903    43          78 1385    16
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         45    1    139          37    2    44          16  903    43          78 1385    16
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               0.98 0.02  1.00          0.45 0.02  0.53          1.00 2.86  0.14          1.00 2.97  0.03
Final Sat.:           1394  31  1425          635  34  755          1425 4081  194          1425 4226  49
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.03  0.10          0.06 0.06  0.06          0.01 0.22  0.22          0.05 0.33  0.33
Crit Volume:          139    37          16          467
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #73 Variel Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.255
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19          Level Of Service:          A
*****
Street Name:          Variel Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             44    70    58          21    15    27          31    78    13          12    33    113
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          44    70    58          21    15    27          31    78    13          12    33    113
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           44    70    58          21    15    27          31    78    13          12    33    113
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          44    70    58          21    15    27          31    78    13          12    33    113
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          44    70    58          21    15    27          31    78    13          12    33    113
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.25 0.41  0.34          0.33 0.24  0.43          0.25 0.64  0.11          0.08 0.21  0.71
Final Sat.:           384   610   506          500  357   643          381  959   160          114  313  1073
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11  0.11          0.04 0.04  0.04          0.08 0.08  0.08          0.11 0.11  0.11
Crit Volume:          172    21          31          158
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #74 Variel Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.527
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Variel Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0          0    1    0    1    0          1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             26    71    16          114  220    156          85  374    49          52  689    180
Growth Adj:           1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
Initial Bse:          26    71    16          114  220    156          85  374    49          52  689    180
User Adj:             1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
PHF Adj:              1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
PHF Volume:           26    71    16          114  220    156          85  374    49          52  689    180
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          26    71    16          114  220    156          85  374    49          52  689    180
PCE Adj:              2.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
MLF Adj:              1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
FinalVolume:          52    71    16          114  220    156          85  374    49          52  689    180
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500    1500    1500  1500    1500    1500  1500    1500    1500  1500    1500
Adjustment:           1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00    1.00  1.00    1.00
Lanes:                0.60  1.17    0.23    0.46  0.90    0.64    1.00  1.77    0.23    1.00  1.59    0.41
Final Sat.:           897  1758    345    698  1347    955    1500  2652    348    1500  2379    621
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03  0.04    0.05    0.16  0.16    0.16    0.06  0.14    0.14    0.03  0.29    0.29
Crit Volume:          26          245    85          435
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #75 Variel Ave/Califa St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.375
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Variel Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             6    1    2          44   12   126          47   49    8          6  199  122
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          6    1    2          44   12   126          47   49    8          6  199  122
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           6    1    2          44   12   126          47   49    8          6  199  122
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          6    1    2          44   12   126          47   49    8          6  199  122
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          6    1    2          44   12   126          47   49    8          6  199  122
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.67 0.11  0.22          0.24 0.07  0.69          0.45 0.47  0.08          0.02 0.61  0.37
Final Sat.:          1000 167  333          363  99  1038          678  707  115          28  913  560
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01  0.01          0.12 0.12  0.12          0.07 0.07  0.07          0.22 0.22  0.22
Crit Volume:          6          182    47          327
Crit Moves:          ****          ****    ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #76 Warner Center Lane/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.381
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Center Lane          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          7    0    79          126 553          0          0    629    34
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          7    0    79          126 553          0          0    629    34
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          7    0    79          126 553          0          0    629    34
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          7    0    79          126 553          0          0    629    34
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:          0    0    0          7    0    79          126 553          0          0    629    34
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 0.00 0.00          0.08 0.00 0.92          1.00 3.00 0.00          0.00 1.90 0.10
Final Sat.:           0    0    0          116    0 1309          1425 4275          0          0 2704 146
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00          0.06 0.00 0.06          0.09 0.13 0.00          0.00 0.23 0.23
Crit Volume:          0          86          126          332
Crit Moves:
*****

```

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```

*****
Intersection #77 De Soto/Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.684
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          B
*****
Street Name:          De Soto          Clark St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  3  0  1        0  1  4  0  0        0  0  0  0  0        0  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2187   131        8 1721   0        0    0    0        0    0    237
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          0 2187   131        8 1721   0        0    0    0        0    0    237
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           0 2187   131        8 1721   0        0    0    0        0    0    237
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          0 2187   131        8 1721   0        0    0    0        0    0    237
PCE Adj:              1.00 1.00  1.00      6.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          0 2187   131        48 1721   0        0    0    0        0    0    237
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.00 3.00  1.00      0.15 4.85  0.00      0.00 0.00  0.00      0.00 0.00  1.00
Final Sat.:           0 4275  1425        218 6907   0        0    0    0        0    0    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.51  0.09      0.04 0.25  0.00      0.00 0.00  0.00      0.00 0.00  0.17
Crit Volume:          729          8          0          237
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #78 Warner Ranch Rd (Pvt)/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.260
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Warner Ranch Rd (Pvt)          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          1    0    0    0    1          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          15    0    12          118  598    0          0    279  197
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          15    0    12          118  598    0          0    279  197
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          15    0    12          118  598    0          0    279  197
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    0    0          15    0    12          118  598    0          0    279  197
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          15    0    12          118  598    0          0    279  197
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          1.00 0.00 1.00          1.00 3.00 0.00          0.00 1.17 0.83
Final Sat.:            0    0    0          1425    0  1425          1425 4275    0          0    1670 1180
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.01 0.00 0.01          0.08 0.14 0.00          0.00 0.17 0.17
Crit Volume:           0          15          118          238
Crit Moves:
*****

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*****
Intersection #79 Owensmouth Ave/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.249
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                 Include          Include          Include          Include
Min. Green:             0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                  1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:               11  498    7          5  425    24          53    1    57          5    1    18
Growth Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:            11  498    7          5  425    24          53    1    57          5    1    18
User Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:             11  498    7          5  425    24          53    1    57          5    1    18
Reduct Vol:             0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:            11  498    7          5  425    24          53    1    57          5    1    18
PCE Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:            11  498    7          5  425    24          53    1    57          5    1    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 1.97  0.03          1.00 1.89  0.11          0.48 0.01  0.51          0.21 0.04  0.75
Final Sat.:            1500 2958    42          1500 2840    160          716    14    770          313    63  1125
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.17  0.17          0.00 0.15  0.15          0.07 0.07  0.07          0.02 0.02  0.02
Crit Volume:           253          5          111          5
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #80 Topanga Canyon Blvd/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.477
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                 0      0      2      1      0          1      0      3      0      0          0      0      0      0      0          0      0      1!      0      0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1850      32      44 1757      0      0      0      0          4      0      40
Growth Adj:            1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:           0 1850      32      44 1757      0      0      0      0          4      0      40
User Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:            0 1850      32      44 1757      0      0      0      0          4      0      40
Reduct Vol:            0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:           0 1850      32      44 1757      0      0      0      0          4      0      40
PCE Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:           0 1850      32      44 1757      0      0      0      0          4      0      40
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:            1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                 0.00 2.95      0.05      1.00 3.00      0.00      0.00 0.00      0.00      0.09 0.00      0.91
Final Sat.:            0 4423      77      1500 4500      0      0      0      0          136      0      1364
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.42      0.42      0.03 0.39      0.00      0.00 0.00      0.00      0.03 0.00      0.03
Crit Volume:           627          44          0          44
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #81 Topanga Canyon Blvd/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.632
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Calvert St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Protected          Protected
Rights:                Include          Include          Include          Ignore
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          0  0  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              78 1323          97    202 1909          57    0    0    167          0    0    101
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           78 1323          97    202 1909          57    0    0    167          0    0    101
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:           78 1323          97    202 1909          57    0    0    167          0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78 1323          97    202 1909          57    0    0    167          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:          78 1323          97    202 1909          57    0    0    167          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               1.00 2.80 0.20 1.00 2.91 0.09 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:          1425 3983 292 1425 4151 124    0    0 1425    0    0 2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.33 0.33 0.14 0.46 0.46 0.00 0.00 0.12 0.00 0.00 0.00
Crit Volume:          78          655          167          0
Crit Moves:          ****          ****          ****
*****

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```

*****
Intersection #82 Topanga Canyon Blvd/Bassett St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.563
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Bassett St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0
Lanes:                   1  0  3  0  0          0  0  2  1  0          0  0  1! 0  0          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                35 1286          0          0 1841          63 104          0      29          0      0      0
Growth Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              35 1286          0          0 1841          63 104          0      29          0      0      0
User Adj:                1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:                 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:              35 1286          0          0 1841          63 104          0      29          0      0      0
Reduct Vol:               0      0          0          0      0          0      0      0          0      0      0
Reduced Vol:             35 1286          0          0 1841          63 104          0      29          0      0      0
PCE Adj:                 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:             35 1286          0          0 1841          63 104          0      29          0      0      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                   1.00 3.00          0.00 0.00 2.90          0.10 0.78 0.00          0.22 0.00 0.00
Final Sat.:              1425 4275          0          0 4134          141 1114          0      311          0      0      0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.02 0.30          0.00 0.00 0.45          0.45 0.09 0.00          0.09 0.00 0.00
Crit Volume:              35          635          133          0
Crit Moves:              ****          ****          ****
*****

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*****
Intersection #83 Randi Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.393
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Randi Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0      0  0  1! 0  0      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41    7    65      17    10    52      28 1230    36    38 680    2
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          41    7    65      17    10    52      28 1230    36    38 680    2
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           41    7    65      17    10    52      28 1230    36    38 680    2
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          41    7    65      17    10    52      28 1230    36    38 680    2
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          41    7    65      17    10    52      28 1230    36    38 680    2
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.36 0.06  0.58    0.21 0.13  0.66    1.00 2.91  0.09    1.00 2.99  0.01
Final Sat.:           544   93   863      323 190   987    1500 4372  128    1500 4487  13
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.08  0.08    0.05 0.05  0.05    0.02 0.28  0.28    0.03 0.15  0.15
Crit Volume:          113          17          422          38
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #84 Glade Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.334
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Glade Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  1  0  0  1        0  1  0  0  1        0  1  0  1  0        0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41    17    49          74    34    18          24  569    62          25  147    38
Growth Adj:           1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
Initial Bse:          41    17    49          74    34    18          24  569    62          25  147    38
User Adj:             1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
PHF Volume:           41    17    49          74    34    18          24  569    62          25  147    38
Reduct Vol:           0    0    0            0    0    0            0    0    0            0    0    0
Reduced Vol:          41    17    49          74    34    18          24  569    62          25  147    38
PCE Adj:              1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        4.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
Final Volume:         41    17    49          74    34    18          24  569    62          100  147    38
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500        1500  1500  1500        1500  1500  1500        1500  1500  1500
Adjustment:           1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00        1.00  1.00  1.00
Lanes:               0.71  0.29  1.00        0.69  0.31  1.00        0.07  1.74  0.19        0.37  1.36  0.27
Final Sat.:          1060  440  1500        1028  472  1500        110  2606  284        556  2044  400
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04  0.04  0.03        0.07  0.07  0.01        0.22  0.22  0.22        0.04  0.07  0.10
Crit Volume:          41          108          328          25
Crit Moves:          ****          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #85 Randi Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.270
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Randi Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             15    14    73        54    56    36        18  451    21        13  183    21
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          15    14    73        54    56    36        18  451    21        13  183    21
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           15    14    73        54    56    36        18  451    21        13  183    21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          15    14    73        54    56    36        18  451    21        13  183    21
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          15    14    73        54    56    36        18  451    21        13  183    21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                0.15 0.14  0.71        0.49 0.51  1.00        1.00 1.91  0.09        1.00 1.79  0.21
Final Sat.:           221  206  1074        736  764  1500        1500 2867  133        1500 2691  309
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.07  0.07        0.07 0.07  0.02        0.01 0.16  0.16        0.01 0.07  0.07
Crit Volume:          102          54          236          13
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #86
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.784
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 0 1 0      0 1 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      34 1877      26      144 1177      121      508 25      29      5 8      107
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      34 1877      26      144 1177      121      508 25      29      5 8      107
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      34 1877      26      144 1177      121      508 25      29      5 8      107
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      34 1877      26      144 1177      121      508 25      29      5 8      107
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.10
FinalVolume:      34 1877      26      144 1177      121      559 25      29      5 8      118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.96      0.04      1.00 2.72      0.28      2.00 0.46      0.54      0.38 0.62      2.00
Final Sat.:      1425 4217      58      1425 3876      399      2850 660      765      548 877      2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02 0.45      0.45      0.10 0.30      0.30      0.20 0.04      0.04      0.01 0.01      0.04
Crit Volume:      634      144      279      59
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #87 Jordan Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.610
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37          Level Of Service:          B
*****
Street Name:          Jordan Ave          Sherman Way
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0        1  0  0  1  0        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             48    76    66          56    74    66          74  994    35          20 1254    32
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          48    76    66          56    74    66          74  994    35          20 1254    32
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           48    76    66          56    74    66          74  994    35          20 1254    32
Reduct Vol:           0    0    0            0    0    0            0    0    0            0    0    0
Reduced Vol:          48    76    66          56    74    66          74  994    35          20 1254    32
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          48    76    66          56    74    66          74  994    35          20 1254    32
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 0.54  0.46        1.00 0.53  0.47        1.00 1.93  0.07        1.00 1.95  0.05
Final Sat.:           1500 803  697        1500 793  707        1500 2898  102        1500 2925  75
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.09  0.09        0.04 0.09  0.09        0.05 0.34  0.34        0.01 0.43  0.43
Crit Volume:          142          56          74          643
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #88 Remmet Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.529
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          Remmet Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1    0    1    0          1    0    1    0          1    0    1    0          1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:              10    9    61          8    29    22          21    928    68    163    1309    18
Growth Adj:            1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:           10    9    61          8    29    22          21    928    68    163    1309    18
User Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:               1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           10    9    61          8    29    22          21    928    68    163    1309    18
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          10    9    61          8    29    22          21    928    68    163    1309    18
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          10    9    61          8    29    22          21    928    68    163    1309    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                1.00    0.13    0.87    1.00    0.57    0.43    1.00    1.86    0.14    1.00    2.00    1.00
Final Sat.:          1425    183    1242    1425    810    615    1425    2655    195    1425    2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01    0.05    0.05    0.01    0.04    0.04    0.01    0.35    0.35    0.11    0.46    0.01
Crit Volume:           70          8          21          655
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #89 Variel Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.693
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          Variel Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1      0      1      0      1      1      0      0      1      0      1      0      2      0      1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              114      89      28      69      88      47      36      924      44      51      1538      62
Growth Adj:            1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:           114      89      28      69      88      47      36      924      44      51      1538      62
User Adj:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:               1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:            114      89      28      69      88      47      36      924      44      51      1538      62
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:           114      89      28      69      88      47      36      924      44      51      1538      62
PCE Adj:               1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:               1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:           114      89      28      69      88      47      36      924      44      51      1538      62
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:            1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:                 1.00      1.00      1.00      1.00      0.65      0.35      1.00      2.00      1.00      1.00      2.00      1.00
Final Sat.:            1425      1425      1425      1425      929      496      1425      2850      1425      1425      2850      1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08      0.06      0.02      0.05      0.09      0.09      0.03      0.32      0.03      0.04      0.54      0.04
Crit Volume:           114          69          36          769
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #90 Owensmouth Ave/Gault St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.396
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Gault St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  0  1          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             13  277    16          16  906    16          9   17    42          52  12    31
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          13  277    16          16  906    16          9   17    42          52  12    31
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           13  277    16          16  906    16          9   17    42          52  12    31
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13  277    16          16  906    16          9   17    42          52  12    31
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          13  277    16          16  906    16          9   17    42          52  12    31
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.97  0.03          0.13 0.25  0.62          0.55 0.12  0.33
Final Sat.:           1500 1500  1500          1500 2948    52          199 375  926          821 189  489
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.18  0.01          0.01 0.31  0.31          0.05 0.05  0.05          0.06 0.06  0.06
Crit Volume:          13          461          68          52
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #91 Owensmouth Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.515
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             36  266   14          13  901   55          22  19   157          60  40   20
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          36  266   14          13  901   55          22  19   157          60  40   20
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           36  266   14          13  901   55          22  19   157          60  40   20
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          36  266   14          13  901   55          22  19   157          60  40   20
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         36  266   14          13  901   55          22  19   157          60  40   20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.95  0.05          1.00 1.88  0.12          0.11 0.10  0.79          0.50 0.33  0.17
Final Sat.:           1500 1425   75          1500 2827  173          167  144  1189          750  500  250
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.19  0.19          0.01 0.32  0.32          0.13 0.13  0.13          0.08 0.08  0.08
Crit Volume:          36          478          198          60
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #92 De Soto Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.567
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          De Soto Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             66 1284    31    21 1812    39    61  19    78    89  17    49
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          66 1284    31    21 1812    39    61  19    78    89  17    49
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           66 1284    31    21 1812    39    61  19    78    89  17    49
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          66 1284    31    21 1812    39    61  19    78    89  17    49
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          66 1284    31    21 1812    39    61  19    78    89  17    49
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.93  0.07  1.00 2.94  0.06  0.76 0.24  1.00  0.84 0.16  1.00
Final Sat.:           1500 4394  106  1500 4405    95  1144 356  1500  1259 241  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.29  0.29  0.01 0.41  0.41  0.05 0.05  0.05  0.07 0.07  0.03
Crit Volume:          66          617    61          106
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #93 Mason Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.829
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        84          Level Of Service:          D
*****
Street Name:          Mason Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              41  325  83      71  984  112  123  943  82  168 1174  143
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           41  325  83      71  984  112  123  943  82  168 1174  143
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           41  325  83      71  984  112  123  943  82  168 1174  143
Reduct Vol:            0      0      0      0      0      0      0      0      0      0
Reduced Vol:          41  325  83      71  984  112  123  943  82  168 1174  143
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          41  325  83      71  984  112  123  943  82  168 1174  143
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  1.00  1.00 2.00  1.00 1.00  2.00  1.00 1.00  2.00  1.00
Final Sat.:          1500 3000  1500  1500 3000  1500 1500  3000  1500 1500  3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.11  0.06  0.05 0.33  0.07  0.08 0.31  0.05  0.11 0.39  0.10
Crit Volume:          41          492          123          587
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #94
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.663
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      1      0      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      11      16      105      69      9      30      30      1508      39      51      866      49
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      11      16      105      69      9      30      30      1508      39      51      866      49
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      11      16      105      69      9      30      30      1508      39      51      866      49
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      11      16      105      69      9      30      30      1508      39      51      866      49
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      11      16      105      69      9      30      30      1508      39      51      866      49
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.13      0.87      1.00      0.23      0.77      1.00      2.00      1.00      1.00      2.84      0.16
Final Sat.:      1500      198      1302      1500      346      1154      1500      3000      1500      1500      4259      241
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.01      0.08      0.08      0.05      0.03      0.03      0.02      0.50      0.03      0.03      0.20      0.20
Crit Volume:      121      69      754      51
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #95 Owensmouth Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.891
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        171          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             43  158    52          59  393    53          54 1061    49    167 1105    75
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          43  158    52          59  393    53          54 1061    49    167 1105    75
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           43  158    52          59  393    53          54 1061    49    167 1105    75
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          43  158    52          59  393    53          54 1061    49    167 1105    75
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         43  158    52          59  393    53          54 1061    49    167 1105    75
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 0.75    0.25    0.12 0.78    0.10    1.00 1.91    0.09    1.00 1.87    0.13
Final Sat.:          1425 1072    353    166 1109    150    1425 2724    126    1425 2669    181
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.15    0.15    0.35 0.35    0.35    0.04 0.39    0.39    0.12 0.41    0.41
Crit Volume:          43          505          555    167
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #96 Canoga Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.783
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86          Level Of Service:          C
*****
Street Name:          Canoga Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        2  0  2  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             111  723  100        112 1181        79  115  890  184  176 1154  159
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          111  723  100        112 1181        79  115  890  184  176 1154  159
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           111  723  100        112 1181        79  115  890  184  176 1154  159
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          111  723  100        112 1181        79  115  890  184  176 1154  159
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          111  723  100        123 1181        79  115  890  184  176 1154  159
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00        2.00 2.81  0.19  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1425 2850  1425        2850 4007  268  1425 2850  1425  1425 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.25  0.07        0.04 0.29  0.29  0.08 0.31  0.13  0.12 0.40  0.11
Crit Volume:          362          62          115          577
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #97 Variel Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.685
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          B
*****
Street Name:          Variel Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             67    32    47          42    58    80          56  940    26          24 1448    18
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           67    32    47          42    58    80          56  940    26          24 1448    18
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           67    32    47          42    58    80          56  940    26          24 1448    18
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          67    32    47          42    58    80          56  940    26          24 1448    18
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          67    32    47          42    58    80          56  940    26          24 1448    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.46 0.22  0.32          0.23 0.32  0.45          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           688  329  483          350  483  667          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.10  0.10          0.12 0.12  0.12          0.04 0.31  0.02          0.02 0.48  0.01
Crit Volume:          67          180          56          724
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #98 De Soto Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.074
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             127  772  150          102 1316  191          146  944  98          170 1403  68
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          127  772  150          102 1316  191          146  944  98          170 1403  68
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           127  772  150          102 1316  191          146  944  98          170 1403  68
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          127  772  150          102 1316  191          146  944  98          170 1403  68
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          127  772  150          102 1316  191          146  944  98          170 1403  68
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.51  0.49          1.00 2.62  0.38          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1375 3454  671          1375 3602  523          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.22  0.22          0.07 0.37  0.37          0.11 0.34  0.07          0.12 0.51  0.05
Crit Volume:          127          502          146          702
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #99 Shoup Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.472
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Shoup Ave          Valerio St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        0  1  0  0  1        0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             31  785    54        23 1076    11        24    2    78    55    6    29
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          31  785    54        23 1076    11        24    2    78    55    6    29
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           31  785    54        23 1076    11        24    2    78    55    6    29
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          31  785    54        23 1076    11        24    2    78    55    6    29
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          31  785    54        23 1076    11        24    2    78    55    6    29
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.87  0.13        1.00 1.98  0.02        0.92 0.08  1.00  0.61 0.07  0.32
Final Sat.:           1500 2807  193        1500 2970    30        1385 115  1500  917 100  483
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.28  0.28        0.02 0.36  0.36        0.02 0.02  0.05  0.06 0.06  0.06
Crit Volume:          31          544          78    55
Crit Moves:          ****          ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #100 Topanga Canyon Blvd/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.717
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Valerio St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              37 1217          41          75 1523          18          46  39          18          58  80          93
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           37 1217          41          75 1523          18          46  39          18          58  80          93
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           37 1217          41          75 1523          18          46  39          18          58  80          93
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          37 1217          41          75 1523          18          46  39          18          58  80          93
PCE Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          37 1217          41          75 1523          18          46  39          18          58  80          93
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                 1.00 2.00          1.00          1.00 2.00          1.00          0.45 0.38          0.17          0.25 0.35          0.40
Final Sat.:           1500 3000          1500          1500 3000          1500          670  568          262          377  519          604
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.41          0.03          0.05 0.51          0.01          0.07 0.07          0.07          0.15 0.15          0.15
Crit Volume:           37          762          46          231
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #101 Canoga Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.761
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              C
*****
Street Name:          Canoga Ave          Valerio St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  1  1  0        1  0  0  1  0        1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             34  820    22          53 1467    29          39  89    24          100 232    105
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          34  820    22          53 1467    29          39  89    24          100 232    105
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           34  820    22          53 1467    29          39  89    24          100 232    105
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          34  820    22          53 1467    29          39  89    24          100 232    105
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          34  820    22          53 1467    29          39  89    24          100 232    105
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425        1425 1425  1425        1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 2.00  1.00        1.00 1.96  0.04        1.00 0.79  0.21        1.00 0.69  0.31
Final Sat.:           1425 2850  1425        1425 2795    55        1425 1122  303        1425 981    444
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.29  0.02        0.04 0.52  0.52        0.03 0.08  0.08        0.07 0.24  0.24
Crit Volume:          410                      748                      113                      337
Crit Moves:
*****
*****

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*****
Intersection #102 Lurline Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.502
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Lurline Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    0    1          0    1    0    0    1          1    0    2    1    0          1    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             8    15    63          77    22    62          32 1085    10          54 1694    51
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          8    15    63          77    22    62          32 1085    10          54 1694    51
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           8    15    63          77    22    62          32 1085    10          54 1694    51
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          8    15    63          77    22    62          32 1085    10          54 1694    51
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          8    15    63          77    22    62          32 1085    10          54 1694    51
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.35 0.65 1.00          0.78 0.22 1.00          1.00 2.97 0.03          1.00 2.91 0.09
Final Sat.:           522  978 1500          1167 333 1500          1500 4459    41          1500 4368    132
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02 0.04          0.07 0.07 0.04          0.02 0.24 0.24          0.04 0.39 0.39
Crit Volume:          63    77          32
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #103 Mason Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.864
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Mason Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Protected        Permitted        Protected
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  2  0  1      1  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:                72  589      69  184 1254      179  118 1095      57  239 1707      154
Growth Adj:              1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:              72  589      69  184 1254      179  118 1095      57  239 1707      154
User Adj:                1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:                 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:              72  589      69  184 1254      179  118 1095      57  239 1707      154
Reduct Vol:              0      0      0      0      0      0      0      0      0      0
Reduced Vol:             72  589      69  184 1254      179  118 1095      57  239 1707      154
PCE Adj:                 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:                 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:             72  589      69  184 1254      179  118 1095      57  239 1707      154
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:              1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:                   1.00 1.79      0.21 1.00 2.00      1.00 1.00 3.00      1.00 1.00 3.00
Final Sat.:              1425 2551      299 1425 2850      1425 1425 4275      1425 1425 4275
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.23      0.23 0.13 0.44      0.13 0.08 0.26      0.04 0.17 0.40      0.11
Crit Volume:              329              627              365              239
Crit Moves:
*****

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*****
Intersection #104 Owensmouth Ave/Wyandotte St
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.304
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Wyandotte St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             35  182    5          7  635    26          18  17    75          16  37    19
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          35  182    5          7  635    26          18  17    75          16  37    19
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           35  182    5          7  635    26          18  17    75          16  37    19
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35  182    5          7  635    26          18  17    75          16  37    19
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         35  182    5          7  635    26          18  17    75          16  37    19
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.92  0.08          0.51 0.49  1.00          0.30 0.70  1.00
Final Sat.:           1500 1500  1500          1500 2882  118          771  729  1500          453 1047  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.12  0.00          0.00 0.22  0.22          0.02 0.02  0.05          0.04 0.04  0.01
Crit Volume:          35          331          75          16
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #105 Sale Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.401
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Sale Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:                13      7      97      10      3      28      10  828      11      80  679      5
Growth Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:              13      7      97      10      3      28      10  828      11      80  679      5
User Adj:                1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:                 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:              13      7      97      10      3      28      10  828      11      80  679      5
Reduct Vol:              0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:             13      7      97      10      3      28      10  828      11      80  679      5
PCE Adj:                 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:                 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:             13      7      97      10      3      28      10  828      11      80  679      5
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500
Adjustment:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                   0.65  0.35  1.00  0.77  0.23  1.00  1.00  2.00  1.00  1.00  2.00  1.00
Final Sat.:              975  525  1500  1154  346  1500  1500  3000  1500  1500  3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.01  0.01  0.06  0.01  0.01  0.02  0.01  0.28  0.01  0.05  0.23  0.00
Crit Volume:              97      10      414      80
Crit Moves:              ****      ****      ****      ****
*****

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*****
Intersection #106 Winnetka Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.956
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             87  738  114          126 1271  125          69  941  81          181 1228  87
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          87  738  114          126 1271  125          69  941  81          181 1228  87
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           87  738  114          126 1271  125          69  941  81          181 1228  87
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          87  738  114          126 1271  125          69  941  81          181 1228  87
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          87  738  114          126 1271  125          69  941  81          181 1228  87
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.84  0.16          1.00 1.87  0.13
Final Sat.:           1425 2850  1425          1425 2850  1425          1425 2624  226          1425 2661  189
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.26  0.08          0.09 0.45  0.09          0.05 0.36  0.36          0.13 0.46  0.46
Crit Volume:          369          636          69          658
Crit Moves:
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #107 Sale Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.396
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Sale Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              15    15    16      39    19    28      38 1038    14      6  720    74
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           15    15    16      39    19    28      38 1038    14      6  720    74
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:            15    15    16      39    19    28      38 1038    14      6  720    74
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:           15    15    16      39    19    28      38 1038    14      6  720    74
PCE Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:           15    15    16      39    19    28      38 1038    14      6  720    74
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                 0.50 0.50  1.00      0.67 0.33  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:            750  750  1500      1009 491  1500      1500 3000  1500      1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.02  0.01      0.04 0.04  0.02      0.03 0.35  0.01      0.00 0.24  0.05
Crit Volume:           30          39          519          6
Crit Moves:            ****          ****          ****          ****
*****

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```

*****
Intersection #108 Winnetka Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.906
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  2  1  0          2  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             148  792  213          226 1090  261          85 1298  206          333 1939  64
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          148  792  213          226 1090  261          85 1298  206          333 1939  64
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           148  792  213          226 1090  261          85 1298  206          333 1939  64
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          148  792  213          226 1090  261          85 1298  206          333 1939  64
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          163  792  213          249 1090  261          94 1298  206          366 1939  64
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                2.00 2.36  0.64          2.00 2.42  0.58          2.00 2.59  0.41          2.00 2.90  0.10
Final Sat.:           2750 3251  874          2750 3328  797          2750 3560  565          2750 3993  132
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.24  0.24          0.09 0.33  0.33          0.03 0.36  0.36          0.13 0.49  0.49
Crit Volume:          81          450          47          668
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #109 Winnetka Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.366
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  2  0  0          0  0  3  0  0          0  0  1  0  0          0  0  1  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            0  903    0          0 1531    0          0   18    0          0   39    0
Growth Adj:          1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:         0  903    0          0 1531    0          0   18    0          0   39    0
User Adj:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:          0  903    0          0 1531    0          0   18    0          0   39    0
Reduct Vol:          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         0  903    0          0 1531    0          0   18    0          0   39    0
PCE Adj:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:         0  903    0          0 1531    0          0   18    0          0   39    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500  1500  1500 1500  1500 1500 1500  1500 1500 1500  1500
Adjustment:          1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:              0.00 2.00  0.00  0.00 3.00  0.00 0.00 1.00  0.00 0.00 1.00  0.00
Final Sat.:         0 3000    0          0 4500    0          0  1500    0          0  1500    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:            0.00 0.30  0.00  0.00 0.34  0.00 0.00 0.01  0.00 0.00 0.03  0.00
Crit Volume:         0          510          0          39
Crit Moves:         ****          ****          ****          ****
*****

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```

*****
Intersection #110 Fallbrook Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.682
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             24 1069  153          203 1554  37          40 246  45          122 142  104
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          24 1069  153          203 1554  37          40 246  45          122 142  104
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           24 1069  153          203 1554  37          40 246  45          122 142  104
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          24 1069  153          203 1554  37          40 246  45          122 142  104
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          24 1069  153          203 1554  37          40 246  45          122 142  104
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.62  0.38          1.00 2.93  0.07          1.00 0.85  0.15          1.00 0.58  0.42
Final Sat.:           1500 3937  563          1500 4395  105          1500 1268  232          1500 866  634
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.27  0.27          0.14 0.35  0.35          0.03 0.19  0.19          0.08 0.16  0.16
Crit Volume:          407    203          291    122
Crit Moves:           ****    ****          ****    ****
*****

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```

*****
Intersection #111 Winnetka Ave/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.733
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        85          Level Of Service:          C
*****
Street Name:          Winnetka Ave          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  2  0  1          2  0  0  0  1          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             214 1005          0          0 1314  247          65    0    45          56  33    59
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          214 1005          0          0 1314  247          65    0    45          56  33    59
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           214 1005          0          0 1314  247          65    0    45          56  33    59
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          214 1005          0          0 1314  247          65    0    45          56  33    59
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:          214 1005          0          0 1314  247          72    0    45          56  33    59
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  0.00  0.00 2.00  1.00  2.00 0.00  1.00  1.00 0.36  0.64
Final Sat.:           1375 2750          0          0 2750  1375  2750    0  1375  1375  493  882
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.37  0.00  0.00 0.48  0.18  0.03 0.00  0.03  0.04 0.07  0.07
Crit Volume:          214          657          45          92
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #112 Winnetka Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.955
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  0  1          0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             65 1234          42    134 1424          268    191 324          95    40 291          93
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
Initial Bse:          65 1234          42    134 1424          268    191 324          95    40 291          93
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
PHF Volume:           65 1234          42    134 1424          268    191 324          95    40 291          93
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          65 1234          42    134 1424          268    191 324          95    40 291          93
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          2.00 1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
FinalVolume:          65 1234          42    134 1424          268    191 324          95    80 291          93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500          1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00
Lanes:                1.00 1.93          0.07 1.00 1.68          0.32 1.00 1.00 1.00          0.12 0.88 1.00          1.00
Final Sat.:           1500 2901          99    1500 2525          475    1500 1500 1500          181 1319 1500          1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.43          0.43 0.09 0.56          0.56 0.13 0.22          0.06 0.22 0.22          0.06
Crit Volume:          65          846          191          331
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #113 Fallbrook Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.802
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        94          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             51 1016          26    134 1424          207    191 351    109    29 236    93
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          51 1016          26    134 1424          207    191 351    109    29 236    93
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           51 1016          26    134 1424          207    191 351    109    29 236    93
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          51 1016          26    134 1424          207    191 351    109    29 236    93
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          51 1016          26    134 1424          207    191 351    109    29 236    93
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.00          1.00 2.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Sat.:           1425 2850          1425 1425 1425          1425 1425 1425          1425 1425 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.36          0.02 0.09 0.50          0.15 0.13 0.25          0.08 0.02 0.17          0.07
Crit Volume:          51          712          351          29
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #114 Winnetka Ave/Hatteras St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.455
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Hatteras St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             4 1134          26          19 1172          9          7          3          12          49          9          18
Growth Adj:           1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          4 1134          26          19 1172          9          7          3          12          49          9          18
User Adj:             1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           4 1134          26          19 1172          9          7          3          12          49          9          18
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          4 1134          26          19 1172          9          7          3          12          49          9          18
PCE Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          4 1134          26          19 1172          9          7          3          12          49          9          18
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.96          0.04 1.00 1.98 0.02 0.32 0.14 0.54 0.64 0.12 0.24
Final Sat.:           1500 2933          67          1500 2977          23          477 205 818 967 178 355
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.39          0.39 0.01 0.39 0.39 0.01 0.01 0.01 0.05 0.05 0.05
Crit Volume:          580          19          7
Crit Moves:           ****          ****          ****          ****
*****

```

Future WP Mitigated No Variel Improvement AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #115 Winnetka Ave / Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.641
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          B
*****
Street Name:          Winnetka Ave          Clark St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    0          0    0    1    1    0          0    1    0    1    0          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             83 1189          0          0 1214          54          64          3          196          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          83 1189          0          0 1214          54          64          3          196          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           83 1189          0          0 1214          54          64          3          196          0    0    0
Reduct Vol:           0    0    0          0    0    0          0          0    0    0          0    0    0    0
Reduced Vol:          83 1189          0          0 1214          54          64          3          196          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          83 1189          0          0 1214          54          64          3          196          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.00          0.00          0.00 1.91          0.09          0.49 0.51          1.00          0.00 0.00          0.00
Final Sat.:           1425 2850          0          0 2729          121          694 731          1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.42          0.00          0.00 0.44          0.44          0.09 0.00          0.14          0.00 0.00          0.00
Crit Volume:          83          634          196          0
Crit Moves:          ****          ****          ****
*****

```

Future WP Mitigated No Variel Improvement AM Peak Hour
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```

*****
Intersection #116
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.627
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 0      0 0 2 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      146 737 0      0 897 464      0 0 0      287 11 478
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 146 737 0      0 897 464      0 0 0      287 11 478
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 146 737 0      0 897 464      0 0 0      287 11 478
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 146 737 0      0 897 464      0 0 0      287 11 478
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 146 737 0      0 897 464      0 0 0      316 11 526
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.11 0.04 1.85
Final Sat.: 1425 2850 0      0 2850 1425      0 0 0      1583 55 2637
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.10 0.26 0.00 0.00 0.31 0.33 0.00 0.00 0.00 0.20 0.20 0.20
Crit Volume: 146      464      0      284
Crit Moves: ****      ****      ****
*****

```

Future WP Mitigated No Variel Improvement AM Peak Hour
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```

*****
Intersection #117
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.719
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      1 0 0 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 489 165 362 748 0 418 0 282 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 489 165 362 748 0 418 0 282 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 489 165 362 748 0 418 0 282 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 489 165 362 748 0 418 0 282 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 489 165 362 748 0 418 0 282 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 2850 1425 1425 2850 0 1425 0 1425 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.17 0.12 0.25 0.26 0.00 0.29 0.00 0.20 0.00 0.00 0.00
Crit Volume: 245 362 418 0
Crit Moves: **** **** ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #118
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.870
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        143          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      2      0      1      0      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      107      349      65      369      539      253      217      1376      62      143      923      192
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      107      349      65      369      539      253      217      1376      62      143      923      192
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      107      349      65      369      539      253      217      1376      62      143      923      192
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      107      349      65      369      539      253      217      1376      62      143      923      192
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      107      349      65      406      539      253      217      1376      62      143      923      192
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.84      0.16      2.00      1.00      1.00      1.00      2.87      0.13      1.00      2.48      0.52
Final Sat.:      1425      1201      224      2850      1425      1425      1425      4091      184      1425      3539      736
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08      0.29      0.29      0.14      0.38      0.18      0.15      0.34      0.34      0.10      0.26      0.26
Crit Volume:      414      203      479      143
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #119 Sale Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.295
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Sale Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  0  1! 0  0        0  1  0  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              7    0    16        22    3    18        15 1064    22    36 1100    25
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           7    0    16        22    3    18        15 1064    22    36 1100    25
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:            7    0    16        22    3    18        15 1064    22    36 1100    25
Reduct Vol:            0    0    0         0    0    0         0    0    0         0    0    0
Reduced Vol:           7    0    16        22    3    18        15 1064    22    36 1100    25
PCE Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Final Volume:          7    0    16        22    3    18        15 1064    22    36 1100    25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                 0.30 0.00  0.70    0.88 0.12  1.00    1.00 2.94  0.06    1.00 2.93  0.07
Final Sat.:            457    0  1043    1320 180  1500    1500 4409    91    1500 4400    100
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.00  0.02    0.02 0.02  0.01    0.01 0.24  0.24    0.02 0.25  0.25
Crit Volume:           23    22          362    36
Crit Moves:            ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #120
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.828
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        108          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Ovl      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      0 1 1 0 1      1 1 0 0 1      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      125 492      20      20 885      609      690 65      177      17 120      42
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      125 492      20      20 885      609      690 65      177      17 120      42
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      125 492      20      20 885      609      690 65      177      17 120      42
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      125 492      20      20 885      609      690 65      177      17 120      42
PCE Adj:      1.00 1.00      1.00      2.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      125 492      20      40 885      609      759 65      177      17 120      42
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 1.92      0.08      0.09 1.91      1.00      1.84 0.16      1.00      0.09 0.68      0.23
Final Sat.:      1425 2739      111      129 2721      1425      2625 225      1425      135 955      334
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.18      0.18      0.16 0.33      0.43      0.29 0.29      0.12      0.13 0.13      0.13
Crit Volume:      125          463          412          179
Crit Moves:      ****          ****          ****          ****
*****

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*****
Intersection #121 Fallbrook Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.991
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Fallbrook Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  1  0  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              70  655  124          585  296  580          88  380  26          175  578  355
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           70  655  124          585  296  580          88  380  26          175  578  355
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           70  655  124          585  296  580          88  380  26          175  578  355
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          70  655  124          585  296  580          88  380  26          175  578  355
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          70  655  124          644  296  580          88  380  26          175  578  355
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.68  0.32          1.37 0.63  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          1425 2396  454          1952 898  1425          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.27  0.27          0.33 0.33  0.41          0.06 0.13  0.02          0.12 0.20  0.25
Crit Volume:           390          580          88          355
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #122 Woodlake Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.730
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        85          Level Of Service:          C
*****
Street Name:          Woodlake Ave          Ventura Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             15    84    35          80  228    40          33  326    103    474  557    90
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          15    84    35          80  228    40          33  326    103    474  557    90
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           15    84    35          80  228    40          33  326    103    474  557    90
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          15    84    35          80  228    40          33  326    103    474  557    90
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          15    84    35          80  228    40          33  326    103    474  557    90
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.15 0.85  1.00          1.00 0.85  0.15          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           208 1167  1375          1375 1170  205          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.07  0.03    0.06 0.19    0.19    0.02 0.12  0.07    0.34 0.20  0.07
Crit Volume:          99          268          163          474
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #123 Tampa Ave / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.962
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Tampa Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Protected      Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  0  1  0      2  0  1  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              68  105      34      579  156      287      81  1828      62      19  1109      288
Growth Adj:            1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
Initial Bse:           68  105      34      579  156      287      81  1828      62      19  1109      288
User Adj:              1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
PHF Adj:               1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
PHF Volume:           68  105      34      579  156      287      81  1828      62      19  1109      288
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          68  105      34      579  156      287      81  1828      62      19  1109      288
PCE Adj:              1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
MLF Adj:              1.00  1.00      1.00      1.10  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
FinalVolume:          68  105      34      637  156      287      81  1828      62      19  1109      288
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425  1425      1425      1425  1425      1425      1425  1425      1425      1425  1425      1425
Adjustment:           1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00      1.00  1.00      1.00
Lanes:               1.00  0.76      0.24      2.00  1.00      1.00      1.00  2.00      1.00      1.00  2.00      1.00
Final Sat.:          1425  1076      349      2850  1425      1425      1425  2850      1425      1425  2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05  0.10      0.10      0.22  0.11      0.20      0.06  0.64      0.04      0.01  0.39      0.20
Crit Volume:                139      318                914                555
Crit Moves:                ****      ****                ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #124 Tampa Ave / Ventura Fwy 101 EB offramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.446
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          Tampa Ave          Ventura Fwy 101 EB offramp
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  3  0  0          0  0  3  0  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  470          0    865          0  347    0  143          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  470          0    865          0  347    0  143          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0  470          0    865          0  347    0  143          0    0    0
Reduct Vol:           0    0          0    0          0    0    0          0    0    0
Reduced Vol:          0  470          0    865          0  347    0  143          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0  470          0    865          0  347    0  143          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 3.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           0  4275          0    4275          0  1425    0  1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.11 0.00 0.00 0.20 0.00 0.24 0.00 0.10 0.00 0.00 0.00
Crit Volume:          0          288          347          0
Crit Moves:          ****          ****          ****
*****

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```

*****
Intersection #125 Tampa Ave / Ventura Fwy 101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.748
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
Street Name:          Tampa Ave          Ventura Fwy 101 WB
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  3  0  0      0  0  2  0  1      0  0  0  0  0      1  0  1! 0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             221  593    0      0  683  646      0    0    0      182  0  361
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          221  593    0      0  683  646      0    0    0      182  0  361
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           221  593    0      0  683  646      0    0    0      182  0  361
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          221  593    0      0  683  646      0    0    0      182  0  361
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:          221  593    0      0  683  646      0    0    0      200  0  397
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 3.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.01 0.00  1.99
Final Sat.:           1425 4275    0      0 2850 1425      0    0    0      1433  0 2842
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.14  0.00  0.00 0.24  0.45  0.00 0.00  0.00  0.14 0.00  0.14
Crit Volume:          221          646          0          199
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #126 101 Ventura Fwy EB and Vanalden / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.912
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name: 101 Ventura Fwy EB and Vanalden          Ventura Blvd
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:      Permitted          Permitted          Protected          Protected
Rights:      Include          Include          Include          Include
Min. Green:    0    0    0          0    0    0          0    0    0          0    0    0
Lanes:        0    1    0    1    0          0    0    0    0    0          2    0    2    0    1          1    0    3    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      146    164    203          0    0    0          418    1851    76    117    1298    106
Growth Adj:    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:    146    164    203          0    0    0          418    1851    76    117    1298    106
User Adj:      1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:        1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:     146    164    203          0    0    0          418    1851    76    117    1298    106
Reduct Vol:     0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:    146    164    203          0    0    0          418    1851    76    117    1298    106
PCE Adj:        1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:        1.00    1.00    1.00    1.00    1.00    1.00    1.10    1.00    1.00    1.00    1.00    1.00
FinalVolume:    146    164    203          0    0    0          460    1851    76    117    1298    106
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:         0.57    0.64    0.79    0.00    0.00    0.00    2.00    2.00    1.00    1.00    3.00    1.00
Final Sat.:    811    911    1128          0    0    0          2850    2850    1425    1425    4275    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.18    0.18    0.18    0.00    0.00    0.00    0.16    0.65    0.05    0.08    0.30    0.07
Crit Volume:          257          0          926          117
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #127 Victory Blvd/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.874
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        148          Level Of Service:          D
*****
Street Name:          Victory Blvd          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted            Permitted            Protected            Protected
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1! 0  0        0  0  1  0  0        0  0  2  0  1        0  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             382    15    15          0    18    0          0 1268    510          0 2005    0
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          382    15    15          0    18    0          0 1268    510          0 2005    0
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           382    15    15          0    18    0          0 1268    510          0 2005    0
Reduct Vol:           0     0    0          0     0    0          0     0    0          0     0    0
Reduced Vol:          382    15    15          0    18    0          0 1268    510          0 2005    0
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          420    15    15          0    18    0          0 1268    510          0 2005    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425        1425 1425  1425        1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.87 0.07  0.06        0.00 1.00  0.00        0.00 2.00  1.00        0.00 2.00  0.00
Final Sat.:           2660  95    95          0 1425    0          0 2850  1425        0 2850    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.16  0.16        0.00 0.01  0.00        0.00 0.44  0.36        0.00 0.70  0.00
Crit Volume:          225          18          0          1003
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #128 Corbin Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.873
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        114          Level Of Service:          D
*****
Street Name:          Corbin Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              39  588  125          145  897  271          88 1170          16  173 1673  124
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           39  588  125          145  897  271          88 1170          16  173 1673  124
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           39  588  125          145  897  271          88 1170          16  173 1673  124
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          39  588  125          145  897  271          88 1170          16  173 1673  124
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          39  588  125          145  897  271          88 1170          16  173 1673  124
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.65  0.35          1.00 1.54  0.46          1.00 2.96  0.04          1.00 2.79  0.21
Final Sat.:          1500 2474  526          1500 2304  696          1500 4439   61          1500 4189  311
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.24  0.24          0.10 0.39  0.39          0.06 0.26  0.26          0.12 0.40  0.40
Crit Volume:          39          584    88          599
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #129 Tampa Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.844
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        119          Level Of Service:              D
*****
Street Name:          Tampa Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Protected        Prot+Permit      Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              76  684  138      258 1066  226      81 1439  74      83 1563  97
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           76  684  138      258 1066  226      81 1439  74      83 1563  97
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           76  684  138      258 1066  226      81 1439  74      83 1563  97
Reduct Vol:            0      0      0      0      0      0      0      0      0      0
Reduced Vol:          76  684  138      258 1066  226      81 1439  74      83 1563  97
PCE Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          76  684  138      258 1066  226      81 1439  74      83 1563  97
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 2.00  1.00      1.00 3.00  1.00      1.00 3.00  1.00
Final Sat.:           1425 2850  1425      1425 2850  1425      1425 4275  1425      1425 4275  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.24  0.10      0.18 0.37  0.16      0.06 0.34  0.05      0.06 0.37  0.07
Crit Volume:           342          258          81          521
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #130
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.279
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      1 0 2 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      137 165      69      32 223      278      160 1502      101      51 814      10
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      137 165      69      32 223      278      160 1502      101      51 814      10
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      137 165      69      32 223      278      160 1502      101      51 814      10
Reduct Vol:      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      137 165      69      32 223      278      160 1502      101      51 814      10
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      137 165      69      32 223      278      160 1502      101      51 814      10
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.00      1.00      1.00 2.00      1.00      1.00 0.94      0.06      1.00 1.00      1.00
Final Sat.:      1425 2850      1425      1425 2850      1425      1425 1335      90      1425 1425      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.10 0.06      0.05      0.02 0.08      0.20      0.11 1.12      1.12      0.04 0.57      0.01
Crit Volume:      137      32      1603      51
Crit Moves:      ****      ****      ****      ****
*****

```

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```

*****
Intersection #131
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.658
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Prot+Permit
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 2      2 0 2 0 1      1 0 3 0 1      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      28 444 335 696 965 162 87 362 90 156 485 284
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 444 335 696 965 162 87 362 90 156 485 284
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 444 335 696 965 162 87 362 90 156 485 284
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 444 335 696 965 162 87 362 90 156 485 284
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 444 369 766 965 162 87 362 90 156 485 284
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 2.00 2.00 2.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00
Final Sat.: 1425 4275 2850 2850 2850 1425 1425 4275 1425 1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.13 0.27 0.34 0.11 0.06 0.08 0.06 0.11 0.17 0.20
Crit Volume: 184 383 87 284
Crit Moves: **** **** **** ****
*****

```

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```

*****
Intersection #132
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.465
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 2 0 0      0 0 3 0 0      2 0 0 1 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 771 0      0 1516 0      177 0 287      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 771 0      0 1516 0      177 0 287      0 0 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 771 0      0 1516 0      177 0 287      0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 771 0      0 1516 0      177 0 287      0 0 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.10  1.00 1.00 1.00
FinalVolume:  0 771 0      0 1516 0      195 0 316      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 2.00 0.00  0.00 3.00 0.00  2.00 0.00 2.00  0.00 0.00 0.00
Final Sat.:  0 2850 0      0 4275 0      2850 0 2850      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.27 0.00  0.00 0.35 0.00  0.07 0.00 0.11  0.00 0.00 0.00
Crit Volume:      386          505          158      0
Crit Moves:          ****          ****
*****

```

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```

*****
Intersection #133
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.684
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      2 0 3 0 0      0 0 3 0 1      0 0 0 0 0      1 1 0 1 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      426 513 0      0 1156 524      0 0 0      383 11 393
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 426 513 0      0 1156 524      0 0 0      383 11 393
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 426 513 0      0 1156 524      0 0 0      383 11 393
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 426 513 0      0 1156 524      0 0 0      383 11 393
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 469 513 0      0 1156 524      0 0 0      421 11 432
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.95 0.05 2.00
Final Sat.: 2850 4275 0      0 4275 1425      0 0 0      2785 73 2843
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.16 0.12 0.00 0.00 0.27 0.37 0.00 0.00 0.00 0.15 0.15 0.15
Crit Volume: 234      524      0      217
Crit Moves: ****      ****      ****
*****

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```

*****
Intersection #134
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.618
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 0 0 0      0 0 0 0 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      0 0 0 0      0 653 880      0 1044 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0      0 0 0 0      0 653 880      0 1044 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0      0 0 0 0      0 653 880      0 1044 0
Reduct Vol: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol: 0 0 0 0      0 0 0 0      0 653 880      0 1044 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0      0 0 0 0      0 653 880      0 1044 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0      0 0 0 0      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.62 0.00 0.37 0.00
Crit Volume: 0 0 0 0      0 0 0 0      880 0
Crit Moves:      ****      ****
*****

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```

*****
Intersection #135 Canoga Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.798
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71          Level Of Service:          C
*****
Street Name:          Canoga Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             76  583  306          145  633          6          16  688          88  263  580  197
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          76  583  306          145  633          6          16  688          88  263  580  197
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           76  583  306          145  633          6          16  688          88  263  580  197
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          76  583  306          145  633          6          16  688          88  263  580  197
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          76  583  306          145  633          6          16  688          88  263  580  197
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 1.31  0.69          1.00 1.98  0.02          1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 1967  1033          1500 2972          28          1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.30  0.30          0.10 0.21  0.21          0.01 0.23  0.06  0.18 0.19  0.13
Crit Volume:          445          145          344          263
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #136 De Soto Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.862
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          De Soto Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             83 1308    140    135 1754    504    282  674    44    115  889    73
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          83 1308    140    135 1754    504    282  674    44    115  889    73
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           83 1308    140    135 1754    504    282  674    44    115  889    73
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          83 1308    140    135 1754    504    282  674    44    115  889    73
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.00 1.00    1.00
FinalVolume:          83 1308    140    135 1754    504    310  674    44    115  889    73
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.71    0.29    1.00 2.33    0.67    2.00 2.82    0.18    1.00 2.77    0.23
Final Sat.:           1425 3862    413    1425 3321    954    2850 4013    262    1425 3951    324
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.34    0.34    0.09 0.53    0.53    0.11 0.17    0.17    0.08 0.23    0.23
Crit Volume:          483          753          155          321
Crit Moves:
*****

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*****
Intersection #137 Topanga Canyon Blvd/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.731
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:                Ignore          Include          Include          Include
Min. Green:            0      0      0          0      0      0          0      0      0
Lanes:                 0  0  3  0  1          1  0  2  1  0          0  0  1! 0  0          1  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1579      357      114 1795      28          0      0      0      730      25      90
Growth Adj:            1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:           0 1579      357      114 1795      28          0      0      0      730      25      90
User Adj:              1.00 1.00      0.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:               1.00 1.00      0.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:            0 1579          0      114 1795      28          0      0      0      730      25      90
Reduct Vol:            0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:           0 1579          0      114 1795      28          0      0      0      730      25      90
PCE Adj:               1.00 1.00      0.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:               1.00 1.00      0.00      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00
Final Volume:          0 1579          0      114 1795      28          0      0      0      803      25      90
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                0.00 3.00      1.00      1.00 2.95      0.05      0.00 1.00      0.00      2.00 0.22      0.78
Final Sat.:           0 4275      1425      1425 4209      66          0 1425          0      2850      310      1115
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.37      0.00      0.08 0.43      0.43      0.00 0.00      0.00      0.28 0.08      0.08
Crit Volume:           526          114          0          402
Crit Moves:           ****          ****          ****
*****

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```

*****
Intersection #138 Canoga Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.743
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          C
*****
Street Name:          Canoga Ave          Parthenia St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  0  1        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             33  681  237          82  852  24          55  461  135          318  806  232
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          33  681  237          82  852  24          55  461  135          318  806  232
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           33  681  237          82  852  24          55  461  135          318  806  232
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          33  681  237          82  852  24          55  461  135          318  806  232
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          33  681  237          82  852  24          55  461  135          318  806  232
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 1.48  0.52        1.00 1.95  0.05        1.00 2.00  1.00        1.00 1.55  0.45
Final Sat.:           1500 2225  775        1500 2918  82          1500 3000  1500        1500 2329  671
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.31  0.31        0.05 0.29  0.29        0.04 0.15  0.09        0.21 0.35  0.35
Crit Volume:          459          82          55          519
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #139 De Soto Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.879
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        154          Level Of Service:          D
*****
Street Name:          De Soto Ave          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              61 1283          74          86 1532          148          114 651          80          112 1036          164
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           61 1283          74          86 1532          148          114 651          80          112 1036          164
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           61 1283          74          86 1532          148          114 651          80          112 1036          164
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          61 1283          74          86 1532          148          114 651          80          112 1036          164
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          61 1283          74          86 1532          148          114 651          80          112 1036          164
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.84          0.16          1.00 2.74          0.26          1.00 2.00          1.00          1.00 2.00          1.00
Final Sat.:          1425 4042          233          1425 3898          377          1425 2850          1425          1425 2850          1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.32          0.32          0.06 0.39          0.39          0.08 0.23          0.06          0.08 0.36          0.12
Crit Volume:          61          560          114          518
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #140 Fallbrook Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.765
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1    0    1    1    1          1    0    2    0    1          1    0    2    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             102    254    400          47    191    48          33    675    189          474    762    231
Growth Adj:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:          102    254    400          47    191    48          33    675    189          474    762    231
User Adj:             1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:           102    254    400          47    191    48          33    675    189          474    762    231
Reduct Vol:           0      0      0              0      0      0              0      0      0              0      0      0
Reduced Vol:          102    254    400          47    191    48          33    675    189          474    762    231
PCE Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.10          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
FinalVolume:          102    254    440          47    191    48          33    675    189          474    762    231
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425          1425    1425    1425          1425    1425    1425          1425    1425    1425
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:               1.00    1.10    1.90          1.00    2.00    1.00          1.00    2.00    1.00          1.00    2.00    1.00
Final Sat.:           1425    1565    2710          1425    2850    1425          1425    2850    1425          1425    2850    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07    0.16    0.16          0.03    0.07    0.03          0.02    0.24    0.13          0.33    0.27    0.16
Crit Volume:          231          47          338          474
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #141 Shoup Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.911
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Roscoe Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Protected        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  0  1      1  0  0  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              93  168  435      14  303      20      27 1047      97  358 1319      11
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           93  168  435      14  303      20      27 1047      97  358 1319      11
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           93  168  435      14  303      20      27 1047      97  358 1319      11
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          93  168  435      14  303      20      27 1047      97  358 1319      11
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          93  168  435      14  303      20      27 1047      97  358 1319      11
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 1.00  1.00    1.00 0.94  0.06    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:          1425 1425  1425    1425 1337      88    1425 2850  1425    1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.12  0.31    0.01 0.23  0.23    0.02 0.37  0.07    0.25 0.46  0.01
Crit Volume:          93          323          524          358
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #142 Canoga Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.798
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        92          Level Of Service:          C
*****
Street Name:          Canoga Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             77  641    86          88 1133    110          153 926    42          138 1022    135
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          77  641    86          88 1133    110          153 926    42          138 1022    135
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           77  641    86          88 1133    110          153 926    42          138 1022    135
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          77  641    86          88 1133    110          153 926    42          138 1022    135
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          77  641    86          88 1133    110          153 926    42          138 1022    135
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.87    0.13          1.00 3.00    1.00
Final Sat.:           1425 2850    1425          1425 2850    1425          1425 4090    185          1425 4275    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.22    0.06    0.06 0.40    0.08    0.11 0.23    0.23    0.10 0.24    0.09
Crit Volume:          77          567          153          341
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #143 De Soto Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.774
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        101          Level Of Service:          C
*****
Street Name:          De Soto Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               2  0  3  0  1          2  0  2  1  0          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             96  857    40          72 1320    162    357  555    40    114  963    41
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          96  857    40          72 1320    162    357  555    40    114  963    41
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           96  857    40          72 1320    162    357  555    40    114  963    41
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          96  857    40          72 1320    162    357  555    40    114  963    41
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00    1.10 1.00  1.00    1.10 1.00  1.00    1.10 1.00  1.00
FinalVolume:         106  857    40          79 1320    162    393  555    40    125  963    41
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375    1375 1375  1375    1375 1375  1375    1375 1375  1375
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:               2.00 3.00  1.00    2.00 2.67  0.33    2.00 2.80  0.20    2.00 3.00  1.00
Final Sat.:          2750 4125  1375    2750 3674  451    2750 3848  277    2750 4125  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.21  0.03    0.03 0.36  0.36    0.14 0.14  0.14    0.05 0.23  0.03
Crit Volume:          53          494    196          321
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #144 Mason Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.792
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69          Level Of Service:          C
*****
Street Name:          Mason Ave          Roscoe Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             82  851    94      97 1150    168    142  926    69    93 1023    144
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          82  851    94      97 1150    168    142  926    69    93 1023    144
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           82  851    94      97 1150    168    142  926    69    93 1023    144
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          82  851    94      97 1150    168    142  926    69    93 1023    144
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          82  851    94      97 1150    168    142  926    69    93 1023    144
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.79    0.21    1.00 2.63    0.37
Final Sat.:          1500 3000    1500    1500 3000    1500    1500 4188    312    1500 3945    555
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.28    0.06    0.06 0.38    0.11    0.09 0.22    0.22    0.06 0.26    0.26
Crit Volume:          82          575          142          389
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #145 Winnetka Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.710
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79          Level Of Service:          C
*****
Street Name:          Winnetka Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                 1  0  3  0  1          1  0  3  0  1          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              118  850  171          102 1062  131          143  858   88          136  952  133
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           118  850  171          102 1062  131          143  858   88          136  952  133
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           118  850  171          102 1062  131          143  858   88          136  952  133
Reduct Vol:            0      0      0              0      0      0              0      0      0              0      0      0
Reduced Vol:          118  850  171          102 1062  131          143  858   88          136  952  133
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:          118  850  171          102 1062  131          143  858   88          136  952  133
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 3.00  1.00          1.00 3.00  1.00          1.00 2.72  0.28          1.00 2.63  0.37
Final Sat.:           1375 4125  1375          1375 4125  1375          1375 3741  384          1375 3619  506
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.21  0.12          0.07 0.26  0.10          0.10 0.23  0.23          0.10 0.26  0.26
Crit Volume:           118              354              143              362
Crit Moves:           ****              ****              ****              ****
*****

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*****
Intersection #146 Fallbrook Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.622
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             97  614  126          29  884  42          69  481  220          154  394  54
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          97  614  126          29  884  42          69  481  220          154  394  54
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           97  614  126          29  884  42          69  481  220          154  394  54
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          97  614  126          29  884  42          69  481  220          154  394  54
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          97  614  126          29  884  42          69  481  220          154  394  54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.76  0.24
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 2638  362
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.20  0.08          0.02 0.29  0.03          0.05 0.16  0.15          0.10 0.15  0.15
Crit Volume:          97          442          240          154
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #147 Shoup Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.626
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Street Name:          Shoup Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             80  600   39        66  764   15        56  492   122   224  570   72
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          80  600   39        66  764   15        56  492   122   224  570   72
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           80  600   39        66  764   15        56  492   122   224  570   72
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          80  600   39        66  764   15        56  492   122   224  570   72
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          80  600   39        66  764   15        56  492   122   224  570   72
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 1.96  0.04      1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 3000  1500      1500 2942   58      1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.20  0.03      0.04 0.26  0.26      0.04 0.16  0.08  0.15 0.19  0.05
Crit Volume:          80          390          246          224
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #148 Mason Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.936
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Mason Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  2  0  1        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             107  673   35   141 1244   149   134  960   95   149 1083   116
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          107  673   35   141 1244   149   134  960   95   149 1083   116
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           107  673   35   141 1244   149   134  960   95   149 1083   116
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          107  673   35   141 1244   149   134  960   95   149 1083   116
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          107  673   35   141 1244   149   134  960   95   149 1083   116
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           1500 3000   1500   1500 3000   1500   1500 3000   1500   1500 3000   1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.22   0.02   0.09 0.41   0.10   0.09 0.32   0.06   0.10 0.36   0.08
Crit Volume:          107          622          134          542
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #149 Winnetka Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.788
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Winnetka Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  3  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             109  780  127          138 1080  132          104  915  121          109 1080  139
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          109  780  127          138 1080  132          104  915  121          109 1080  139
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           109  780  127          138 1080  132          104  915  121          109 1080  139
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          109  780  127          138 1080  132          104  915  121          109 1080  139
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         109  780  127          138 1080  132          104  915  121          109 1080  139
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 3.00  1.00          1.00 3.00  1.00          1.00 1.77  0.23          1.00 1.77  0.23
Final Sat.:           1500 4500  1500          1500 4500  1500          1500 2650  350          1500 2658  342
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.17  0.08          0.09 0.24  0.09          0.07 0.35  0.35          0.07 0.41  0.41
Crit Volume:          109          360          104          610
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #150 Fallbrook Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.759
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              134  734  176          97 1142  147          137  767  191          127  717  71
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           134  734  176          97 1142  147          137  767  191          127  717  71
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           134  734  176          97 1142  147          137  767  191          127  717  71
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          134  734  176          97 1142  147          137  767  191          127  717  71
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          134  734  176          97 1142  147          137  767  191          127  717  71
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1425 2850  1425          1425 2850  1425          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.26  0.12          0.07 0.40  0.10          0.10 0.27  0.13          0.09 0.25  0.05
Crit Volume:           367          571          384          127
Crit Moves:
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #151 Winnetka Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.924
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0        1  0  2  1  0        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             97  856  129          182 1319  127          119 1137  154          233 1534  184
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          97  856  129          182 1319  127          119 1137  154          233 1534  184
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           97  856  129          182 1319  127          119 1137  154          233 1534  184
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          97  856  129          182 1319  127          119 1137  154          233 1534  184
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          97  856  129          182 1319  127          119 1137  154          233 1534  184
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375        1375 1375  1375        1375 1375  1375        1375 1375  1375
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 2.61  0.39        1.00 2.74  0.26        1.00 2.64  0.36        1.00 2.68  0.32
Final Sat.:           1375 3585  540        1375 3763  362        1375 3633  492        1375 3683  442
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.24  0.24        0.13 0.35  0.35        0.09 0.31  0.31        0.17 0.42  0.42
Crit Volume:          97          482          119          573
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement AM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #152 Woodlake Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.408
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|
Control:              Permitted            Permitted            Permitted            Permitted
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0    0    1    0    1    0    0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             56    149    72          66    195    81          54    486    51          62    389    51
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          56    149    72          66    195    81          54    486    51          62    389    51
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           56    149    72          66    195    81          54    486    51          62    389    51
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          56    149    72          66    195    81          54    486    51          62    389    51
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    2.00    1.00    1.00    2.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          56    149    72          66    195    81          108    486    51          124    389    51
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500    1500
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                0.40    1.08    0.52    0.39    1.14    0.47    0.20    1.64    0.16    0.28    1.54    0.18
Final Sat.:           606    1614    780          579    1711    711          302    2461    237          423    2306    271
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09    0.09    0.09    0.11    0.11    0.11    0.18    0.20    0.22    0.15    0.17    0.19
Crit Volume:          56          171          323          62
Crit Moves:          ****          ****          ****          ****
*****

```

Future WP Mitigated No Variel Improvement PM Peak Hour
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Scenario Report

Scenario: Future With Project-Mitigated-No Variel Improvement PM

Command: Future WP Victory + Variel PM Mitigated
Volume: Future WP - No Bridge - PM
Geometry: Future Base - No Bridge - Plus Mitigation
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Future WP Mitigated No Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #1 Vanowen/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.062
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Cyn Blvd          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  2  0  2          1  0  2  1  0          2  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             202 1810   236   169 1209   133   117 743   71   135 749   159
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          202 1810   236   169 1209   133   117 743   71   135 749   159
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           202 1810   236   169 1209   133   117 743   71   135 749   159
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          202 1810   236   169 1209   133   117 743   71   135 749   159
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.10   1.00 1.00   1.00   1.10 1.00   1.00   1.00 1.00   1.00
FinalVolume:          222 1810   260   169 1209   133   129 743   71   135 749   159
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                2.00 2.00   2.00   1.00 2.70   0.30   2.00 1.83   0.17   1.00 2.00   1.00
Final Sat.:           2850 2850   2850   1425 3851   424   2850 2601   249   1425 2850   1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.64   0.09   0.12 0.31   0.31   0.05 0.29   0.29   0.09 0.26   0.11
Crit Volume:          905          169          64          375
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #2 Vanowen/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.806
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          D
*****
Street Name:          Canoga Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  0  1          1  0  3  0  1          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             177 1598   418   202 1053   139   203  930   76   165  799   158
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          177 1598   418   202 1053   139   203  930   76   165  799   158
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           177 1598   418   202 1053   139   203  930   76   165  799   158
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          177 1598   418   202 1053   139   203  930   76   165  799   158
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          177 1598   418   202 1053   139   203  930   76   165  799   158
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 3.00   1.00   1.00 2.00   1.00   1.00 3.00   1.00   1.00 3.00   1.00
Final Sat.:           1500 4500   1500   1500 3000   1500   1500 4500   1500   1500 4500   1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.36   0.28   0.13 0.35   0.09   0.14 0.21   0.05   0.11 0.18   0.11
Crit Volume:          533          202          310          165
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #3 Vanowen/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.007
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Prot+Permit          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  3  0  1          1  0  3  0  1          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             63 1776  168          138 1043  224          192 1571  99          125 1005  144
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          63 1776  168          138 1043  224          192 1571  99          125 1005  144
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           63 1776  168          138 1043  224          192 1571  99          125 1005  144
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          63 1776  168          138 1043  224          192 1571  99          125 1005  144
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          63 1776  168          138 1043  224          192 1571  99          125 1005  144
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.74  0.26          1.00 3.00  1.00          1.00 3.00  1.00          1.00 2.62  0.38
Final Sat.:           1425 3906  369          1425 4275  1425          1425 4275  1425          1425 3739  536
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.45  0.45          0.10 0.24  0.16          0.13 0.37  0.07          0.09 0.27  0.27
Crit Volume:          648          138          524          125
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #4 Victory/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.898
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  3  0  1          2  0  3  0  1          2  0  3  1  0          2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              189 1811    384    266 1061    128    202 1043    201    317 898    256
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           189 1811    384    266 1061    128    202 1043    201    317 898    256
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            189 1811    384    266 1061    128    202 1043    201    317 898    256
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           189 1811    384    266 1061    128    202 1043    201    317 898    256
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.10 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:           208 1811    384    293 1061    128    222 1043    201    349 898    256
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 2.00 3.00    1.00    2.00 3.00    1.00    2.00 3.35    0.65    2.00 3.00    1.00
Final Sat.:            2750 4125    1375    2750 4125    1375    2750 4611    889    2750 4125    1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.44    0.28    0.11 0.26    0.09    0.08 0.23    0.23    0.13 0.22    0.19
Crit Volume:           604          146          311    174
Crit Moves:            ****          ****          ****    ****
*****

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*****
Intersection #5 Victory/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.841
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        117          Level Of Service:          D
*****
Street Name:          Canoga Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Protected          Permitted          Protected
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1  0  3  0  1          2  0  2  1  0          1  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               221 1531   398   153 938   192   183 1963   223   206 1565   228
Growth Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:            221 1531   398   153 938   192   183 1963   223   206 1565   228
User Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:                1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:             221 1531   398   153 938   192   183 1963   223   206 1565   228
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:            221 1531   398   153 938   192   183 1963   223   206 1565   228
PCE Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:               1.00 1.00   1.00   1.10 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00
FinalVolume:            221 1531   398   168 938   192   183 1963   223   227 1565   228
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 3.00   1.00   2.00 2.49   0.51   1.00 4.00   1.00   2.00 3.49   0.51
Final Sat.:            1425 4275   1425   2850 3549   726   1425 5700   1425   2850 4975   725
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.16 0.36   0.28   0.06 0.26   0.26   0.13 0.34   0.16   0.08 0.31   0.31
Crit Volume:            510          84          491          113
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #6 Victory/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.923
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          De Soto Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl              Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  3  0  1          2  0  4  0  1          2  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              128 1251   533   131 826   315   683 2422   202   283 1474   141
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           128 1251   533   131 826   315   683 2422   202   283 1474   141
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:            128 1251   533   131 826   315   683 2422   202   283 1474   141
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           128 1251   533   131 826   315   683 2422   202   283 1474   141
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:           141 1251   533   144 826   315   751 2422   202   311 1474   141
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 2.00 3.00   1.00   2.00 4.00   1.00   2.00 4.00   1.00   2.00 3.65   0.35
Final Sat.:           2750 4125   1375   2750 5500   1375   2750 5500   1375   2750 5020   480
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.30   0.39   0.05 0.15   0.23   0.27 0.44   0.15   0.11 0.29   0.29
Crit Volume:           417          72          376          404
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #7 Erwin/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.801
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  1  0          1  0  1  1  0          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             313 1872   122   132 1368   52   182 247   164   194 465   160
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          313 1872   122   132 1368   52   182 247   164   194 465   160
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           313 1872   122   132 1368   52   182 247   164   194 465   160
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          313 1872   122   132 1368   52   182 247   164   194 465   160
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00
FinalVolume:          313 1872   122   132 1368   52   182 247   164   213 465   160
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 3.00   1.00   1.00 2.89   0.11   1.00 1.20   0.80   2.00 2.00   1.00
Final Sat.:           1500 4500   1500   1500 4335   165   1500 1803   1197   3000 3000   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.21 0.42   0.08   0.09 0.32   0.32   0.12 0.14   0.14   0.07 0.16   0.11
Crit Volume:          313          473   182          233
Crit Moves:          ****          ****   ****          ****
*****

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*****
Intersection #8 Erwin/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.640
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  2  0  1          1  0  2  0  2          2  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             167  731    77    208  661    445    414  733    176    89  523    148
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          167  731    77    208  661    445    414  733    176    89  523    148
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           167  731    77    208  661    445    414  733    176    89  523    148
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          167  731    77    208  661    445    414  733    176    89  523    148
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.00    1.00 1.00    1.10    1.10 1.00    1.00    1.00 1.00    1.00
Final Volume:         184  731    77    208  661    490    455  733    176    89  523    148
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                2.00 2.00    1.00    1.00 2.00    2.00    2.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           2850 2850    1425    1425 2850    2850    2850 2850    1425    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.26    0.05    0.15 0.23    0.17    0.16 0.26    0.12    0.06 0.18    0.10
Crit Volume:          92          331          228          262
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #9 Erwin/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.736
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Canoga Ave          Erwin St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Prot+Permit          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  1  0          1  0  2  1  0          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              212 1864    105          97 1246    215    259 412    178    105 344    250
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           212 1864    105          97 1246    215    259 412    178    105 344    250
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           212 1864    105          97 1246    215    259 412    178    105 344    250
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          212 1864    105          97 1246    215    259 412    178    105 344    250
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.10 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:          233 1864    105          97 1246    215    285 412    178    116 344    250
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 2.00 2.84    0.16    1.00 2.56    0.44    2.00 2.00    1.00    2.00 2.00    1.00
Final Sat.:           2850 4047    228    1425 3646    629    2850 2850    1425    2850 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.46    0.46    0.07 0.34    0.34    0.10 0.14    0.12    0.04 0.12    0.18
Crit Volume:           656          487          142          250
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #10 Erwin/Variel
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.535
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Variel Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             46  611    25          96  327    158    260  404    107    43  201    56
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          46  611    25          96  327    158    260  404    107    43  201    56
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           46  611    25          96  327    158    260  404    107    43  201    56
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          46  611    25          96  327    158    260  404    107    43  201    56
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          46  611    25          96  327    158    260  404    107    43  201    56
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.92    0.08    1.00 1.35    0.65    1.00 1.58    0.42    1.00 1.56    0.44
Final Sat.:          1500 2882    118    1500 2023    977    1500 2372    628    1500 2346    654
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.21    0.21    0.06 0.16    0.16    0.17 0.17    0.17    0.03 0.09    0.09
Crit Volume:          318          96          260          129
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #11 Erwin/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.637
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          De Soto Ave          Erwin St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Ovl          Include
Min. Green:            0      0      0          0      0      0          0      0      0
Lanes:                 1  0  2  1  0          1  0  4  0  1          1  0  1! 0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              132 1883          30          23 1092          266          304 15          324          11 13          11
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           132 1883          30          23 1092          266          304 15          324          11 13          11
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           132 1883          30          23 1092          266          304 15          324          11 13          11
Reduct Vol:            0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:          132 1883          30          23 1092          266          304 15          324          11 13          11
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.10 1.00          1.10          1.00 1.00          1.00
Final Volume:         132 1883          30          23 1092          266          334 15          356          11 13          11
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.95          0.05          1.00 4.00          1.00          1.42 0.06          1.52          1.00 1.08          0.92
Final Sat.:          1425 4208          67          1425 5700          1425          2025 91          2159          1425 1544          1306
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.45          0.45          0.02 0.19          0.19          0.17 0.17          0.17          0.01 0.01          0.01
Crit Volume:          638              23              235              12
Crit Moves:           ****              ****              ****              ****
*****

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```

*****
Intersection #12 Oxnard/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.855
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        128          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  1  0          1  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             224 1840   335          96 1366   98   158 549   182   421 770   157
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          224 1840   335          96 1366   98   158 549   182   421 770   157
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           224 1840   335          96 1366   98   158 549   182   421 770   157
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          224 1840   335          96 1366   98   158 549   182   421 770   157
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00
FinalVolume:          224 1840   335          96 1366   98   158 549   182   463 770   157
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 3.00   1.00   1.00 2.80   0.20   1.00 2.00   1.00   2.00 2.00   1.00
Final Sat.:           1425 4275   1425   1425 3989   286   1425 2850   1425   2850 2850   1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.43   0.24   0.07 0.34   0.34   0.11 0.19   0.13   0.16 0.27   0.11
Crit Volume:          224          488          275          232
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #13 Oxnard/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.758
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Canoga Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  0  1          1  0  3  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             210 1690   156   103 1267   97   194 745   179   145 478   87
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          210 1690   156   103 1267   97   194 745   179   145 478   87
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           210 1690   156   103 1267   97   194 745   179   145 478   87
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          210 1690   156   103 1267   97   194 745   179   145 478   87
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          231 1690   156   103 1267   97   194 745   179   145 478   87
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                2.00 3.00   1.00   1.00 3.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           2850 4275   1425   1425 4275   1425   1425 2850   1425   1425 2850   1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.40   0.11   0.07 0.30   0.07   0.14 0.26   0.13   0.10 0.17   0.06
Crit Volume:          563          422          372          145
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #14 Oxnard/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.759
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60          Level Of Service:          C
*****
Street Name:          De Soto Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  4  0  1          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             123 1847    202          48 1358    194          238 429    337          46 208    23
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          123 1847    202          48 1358    194          238 429    337          46 208    23
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           123 1847    202          48 1358    194          238 429    337          46 208    23
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          123 1847    202          48 1358    194          238 429    337          46 208    23
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          123 1847    202          48 1358    194          238 429    337          46 208    23
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 3.00    1.00          1.00 4.00    1.00          1.00 1.00    1.00          1.00 1.80    0.20
Final Sat.:           1500 4500    1500          1500 6000    1500          1500 1500    1500          1500 2701    299
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.41    0.13          0.03 0.23    0.13          0.16 0.29    0.22          0.03 0.08    0.08
Crit Volume:          616          48          429          46
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #15 Califa/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.699
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          B
*****
Street Name:          Topanga Cyn Blvd          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  3  0  1          1  0  3  0  0          0  0  0  0  0          0  0  1! 0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2240   116   114 1760   0    0    0    0    1    0   245
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 2240   116   114 1760   0    0    0    0    1    0   245
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 2240   116   114 1760   0    0    0    0    1    0   245
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 2240   116   114 1760   0    0    0    0    1    0   245
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume:          0 2240   116   114 1760   0    0    0    0    1    0   270
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 1.00 1.00 3.00 0.00 0.00 0.00 0.00 0.01 0.00 1.99
Final Sat.:           0 4275 1425 1425 4275   0    0    0    0    11    0  2839
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.52 0.08 0.08 0.41 0.00 0.00 0.00 0.00 0.09 0.00 0.09
Crit Volume:          747          114          0          135
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #16 Califa/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.541
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             18  511    59    188  506    27    43  183    72    189  192    295
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          18  511    59    188  506    27    43  183    72    189  192    295
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           18  511    59    188  506    27    43  183    72    189  192    295
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          18  511    59    188  506    27    43  183    72    189  192    295
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          18  511    59    188  506    27    43  183    72    189  192    295
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.79  0.21  1.00 1.90  0.10  1.00 1.44  0.56  1.00 1.00  1.00
Final Sat.:           1500 2689  311  1500 2848  152  1500 2153  847  1500 1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.19  0.19  0.13 0.18  0.18  0.03 0.08  0.09  0.13 0.13  0.20
Crit Volume:          285          188          43          295
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #17 Califa/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.767
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Canoga Ave          Califa St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0        1  0  2  1  0        1  0  1  0  1        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             182 1802    165          84 1630    65    215 190    280    124 165    101
Growth Adj:           1.00 1.00    1.00        1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          182 1802    165          84 1630    65    215 190    280    124 165    101
User Adj:             1.00 1.00    1.00        1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00        1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           182 1802    165          84 1630    65    215 190    280    124 165    101
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          182 1802    165          84 1630    65    215 190    280    124 165    101
PCE Adj:              1.00 1.00    1.00        1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00        1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          182 1802    165          84 1630    65    215 190    280    124 165    101
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500        1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00        1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.75    0.25        1.00 2.88    0.12    1.00 1.00    1.00    1.00 1.24    0.76
Final Sat.:           1500 4123    377        1500 4327    173    1500 1500    1500    1500 1861    1139
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.44    0.44        0.06 0.38    0.38    0.14 0.13    0.19    0.08 0.09    0.09
Crit Volume:          182          565          280    124
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #18 Califa/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.665
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          B
*****
Street Name:          De Soto Ave          Califa St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1    0    3    0    0          0    0    3    0    1          0    0    0    0    2          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              82 2244          0          0 1608          146          0    0    362          0    0    0
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           82 2244          0          0 1608          146          0    0    362          0    0    0
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           82 2244          0          0 1608          146          0    0    362          0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          82 2244          0          0 1608          146          0    0    362          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.10          1.00 1.00          1.00
FinalVolume:          82 2244          0          0 1608          146          0    0    398          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 3.00          0.00          0.00 3.00          1.00          0.00 0.00          2.00          0.00 0.00          0.00
Final Sat.:          1425 4275          0          0 4275          1425          0    0    2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.52          0.00          0.00 0.38          0.10          0.00 0.00          0.14          0.00 0.00          0.00
Crit Volume:          748          0          0          199          0
Crit Moves:           ****          ****          ****
*****

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```

*****
Intersection #19 Burbank/US-101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.613
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:          US-101 WB On-Ramp          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                 0      0      0      0          0      0      1! 0      0          1      0      1      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0      0      0          0      0      0          0      376      59      1192      621      0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0      0      0          0      0      0          0      376      59      1192      621      0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0      0      0          0      0      0          0      376      59      1192      621      0
Reduct Vol:            0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:           0      0      0          0      0      0          0      376      59      1192      621      0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
Final Volume:          0      0      0          0      0      0          0      376      59      1311      621      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 0.00 0.00          0.00 1.00 0.00          1.00 1.73 0.27          2.00 2.00 0.00
Final Sat.:           0      0      0          0      1425      0          1425 2463      387          2850 2850      0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00          0.00 0.00 0.00          0.00 0.15 0.15          0.46 0.22 0.00
Crit Volume:           0          0          0          0          0          0          218      656
Crit Moves:
*****

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*****
Intersection #20 Burbank/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.747
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  1  0          1  0  3  0  1          1  0  1  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             454 2087   354          50 1226   385          57 174   187          394 969   68
Growth Adj:           1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Initial Bse:          454 2087   354          50 1226   385          57 174   187          394 969   68
User Adj:             1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Volume:           454 2087   354          50 1226   385          57 174   187          394 969   68
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          454 2087   354          50 1226   385          57 174   187          394 969   68
PCE Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.10 1.00   1.00
FinalVolume:          499 2087   354          50 1226   385          57 174   187          433 969   68
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425          1425 1425   1425          1425 1425   1425          1425 1425   1425
Adjustment:           1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Lanes:                2.00 3.42   0.58          1.00 3.00   1.00          1.00 1.00   1.00          2.00 2.80   0.20
Final Sat.:           2850 4873   827          1425 4275   1425          1425 1425   1425          2850 3995   280
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.43   0.43          0.04 0.29   0.27          0.04 0.12   0.13          0.15 0.24   0.24
Crit Volume:          610    50          187    217
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #21 Burbank/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.852
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        98          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             122    99    137    165    40    506    211    438    78    55    710    169
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          122    99    137    165    40    506    211    438    78    55    710    169
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           122    99    137    165    40    506    211    438    78    55    710    169
Reduct Vol:           0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:          122    99    137    165    40    506    211    438    78    55    710    169
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Volume:         122    99    137    165    40    506    211    438    78    55    710    169
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                1.00  0.42  0.58  1.00  1.00  1.00  1.00  2.00  1.00  1.00  1.62  0.38
Final Sat.:           1500  629    871  1500  1500  1500  1500  3000  1500  1500  2423    577
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08  0.16  0.16  0.11  0.03  0.34  0.14  0.15  0.05  0.04  0.29  0.29
Crit Volume:          122          506    211          440
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #22 Burbank/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.809
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        97          Level Of Service:          D
*****
Street Name:          Canoga Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  0  2          1  0  2  1  0          1  0  2  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             239 1669    82          95 1454    213    133 281    306    159 651    164
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          239 1669    82          95 1454    213    133 281    306    159 651    164
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           239 1669    82          95 1454    213    133 281    306    159 651    164
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          239 1669    82          95 1454    213    133 281    306    159 651    164
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.10    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          263 1669    90          95 1454    213    133 281    306    159 651    164
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                2.00 3.00    2.00    1.00 2.62    0.38    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           2850 4275    2850    1425 3729    546    1425 2850    1425    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.39    0.03    0.07 0.39    0.39    0.09 0.10    0.21    0.11 0.23    0.12
Crit Volume:          131          556          306    159
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #23 Burbank(N)/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.788
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        88          Level Of Service:          C
*****
Street Name:          De Soto Ave          Burbank Blvd (N)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    2    1    0          2    0    0    0    2          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             109 1389          0          0 1770 196 651 0 551          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          109 1389          0          0 1770 196 651 0 551          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           109 1389          0          0 1770 196 651 0 551          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          109 1389          0          0 1770 196 651 0 551          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
Final Volume:         109 1389          0          0 1770 196 716 0 606          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               1.00 3.00 0.00 0.00 2.70 0.30 2.00 0.00 2.00 0.00 0.00 0.00
Final Sat.:          1425 4275          0          0 3849 426 2850 0 2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.32 0.00 0.00 0.46 0.46 0.25 0.00 0.21 0.00 0.00 0.00
Crit Volume:          109          655 358          0
Crit Moves:          ****          ****  ****
*****

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*****
Intersection #24 US-101 WB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.606
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          Canoga Ave          US-101 WB Off-Ramp
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase        Split Phase
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    0    0    0    4    0    0    0    0    0    0    0    1    0    0    0    2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    848    0          0    1840    0          0    0    0          230    0    735
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    848    0          0    1840    0          0    0    0          230    0    735
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    848    0          0    1840    0          0    0    0          230    0    735
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    848    0          0    1840    0          0    0    0          230    0    735
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume:          0    848    0          0    1840    0          0    0    0          230    0    809
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.:           0    4275    0          0    5700    0          0    0    0          1425    0    2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.20 0.00 0.00 0.32 0.00 0.00 0.00 0.00 0.16 0.00 0.28
Crit Volume:          0          460          0          404
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #25 US-101 WB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.682
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58          Level Of Service:          B
*****
Street Name:          De Soto Ave          US-101 WB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    4    0    2          0    0    0    0    0          1    0    1!    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             252 1045          0          0 1708          643          0    0    0          291    0    507
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          252 1045          0          0 1708          643          0    0    0          291    0    507
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           252 1045          0          0 1708          643          0    0    0          291    0    507
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:          252 1045          0          0 1708          643          0    0    0          291    0    507
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.10          1.00 1.00          1.00          1.10 1.00          1.10
Final Volume:         252 1045          0          0 1708          707          0    0    0          320    0    558
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 3.00          0.00          0.00 4.00          2.00          0.00 0.00          0.00          1.09 0.00          1.91
Final Sat.:           1425 4275          0          0 5700          2850          0    0    0          1559    0    2716
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.24          0.00          0.00 0.30          0.25          0.00 0.00          0.00          0.21 0.00          0.21
Crit Volume:          252          427          0          293
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #26 US-101 EB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.580
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 EB On-Ramp
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    1          2    0    2    0    0          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    843    311          936 1154          0          0    0    0          0    0    0
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          0    843    311          936 1154          0          0    0    0          0    0    0
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           0    843    311          936 1154          0          0    0    0          0    0    0
Reduct Vol:           0    0    0          0    0    0          0          0    0    0          0    0    0
Reduced Vol:          0    843    311          936 1154          0          0    0    0          0    0    0
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          0    843    311          1030 1154          0          0    0    0          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.00 3.00 1.00          2.00 2.00 0.00          0.00 0.00 0.00          0.00 0.00 0.00
Final Sat.:           0 4275 1425          2850 2850          0          0    0    0          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.20 0.22          0.36 0.40 0.00          0.00 0.00 0.00          0.00 0.00 0.00
Crit Volume:          311    515          0          0
Crit Moves:          ****    ****
*****

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```

*****
Intersection #27 US-101 EB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.710
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        64          Level Of Service:          C
*****
Street Name:          De Soto Ave          US-101 EB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R           L - T - R           L - T - R           L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted           Protected           Split Phase           Split Phase
Rights:               Include             Include             Include             Include
Min. Green:           0 0 0 0           0 0 0 0           0 0 0 0           0 0 0 0
Lanes:                0 0 4 0 1           2 0 2 0 0         1 1 0 0 1         0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 747 257 840 832 0 530 2 247 0 0 0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 747 257 840 832 0 530 2 247 0 0 0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 747 257 840 832 0 530 2 247 0 0 0
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          0 747 257 840 832 0 530 2 247 0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00
FinalVolume:          0 747 257 924 832 0 583 2 247 0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 4.00 1.00 2.00 2.00 0.00 1.99 0.01 1.00 0.00 0.00 0.00
Final Sat.:           0 5700 1425 2850 2850 0 2840 10 1425 0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.13 0.18 0.32 0.29 0.00 0.21 0.21 0.17 0.00 0.00 0.00
Crit Volume:          257 462 293 0
Crit Moves:           ****  ****  ****
*****

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```

*****
Intersection #28 Topanga Canyon Blvd/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.932
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Topanga Canyon Blvd          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          2  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              11 1794    155    124 1644    48    91    60    9    394 132    184
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           11 1794    155    124 1644    48    91    60    9    394 132    184
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           11 1794    155    124 1644    48    91    60    9    394 132    184
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          11 1794    155    124 1644    48    91    60    9    394 132    184
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:          11 1794    155    124 1644    48    91    60    9    433 132    184
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 0.87    0.13    2.00 1.00    1.00
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 1239    186    2850 1425    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.63    0.11    0.09 0.58    0.03    0.06 0.05    0.05    0.15 0.09    0.13
Crit Volume:           897          124          91          217
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #29 Topanga Canyon Blvd/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.189
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  0  1          1  0  2  0  2          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              248  882  267          195 1382  937          663 1088  96          480  861  118
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           248  882  267          195 1382  937          663 1088  96          480  861  118
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           248  882  267          195 1382  937          663 1088  96          480  861  118
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          248  882  267          195 1382  937          663 1088  96          480  861  118
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00          1.00 1.00  1.10          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          273  882  267          195 1382  1031          729 1088  96          528  861  118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                2.00 2.00  1.00          1.00 2.00  2.00          2.00 2.00  1.00          2.00 2.00  1.00
Final Sat.:          2750 2750  1375          1375 2750  2750          2750 2750  1375          2750 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.32  0.19          0.14 0.50  0.37          0.27 0.40  0.07          0.19 0.31  0.09
Crit Volume:          136          691          544          264
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #30 Topanga Canyon Blvd/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.326
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              118 1833    235    213 1173    162    115 1187    120    107 1091    189
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           118 1833    235    213 1173    162    115 1187    120    107 1091    189
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           118 1833    235    213 1173    162    115 1187    120    107 1091    189
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          118 1833    235    213 1173    162    115 1187    120    107 1091    189
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          118 1833    235    213 1173    162    115 1187    120    107 1091    189
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.82    0.18    1.00 1.70    0.30
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 2588    262    1425 2429    421
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.64    0.16    0.15 0.41    0.11    0.08 0.46    0.46    0.08 0.45    0.45
Crit Volume:          917          213          654          107
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #31 Shoup Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.968
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              164 1345   103   121  685   150   209 1202   129   57  551   62
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           164 1345   103   121  685   150   209 1202   129   57  551   62
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           164 1345   103   121  685   150   209 1202   129   57  551   62
Reduct Vol:            0      0      0      0      0      0      0      0      0      0
Reduced Vol:          164 1345   103   121  685   150   209 1202   129   57  551   62
PCE Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          164 1345   103   121  685   150   209 1202   129   57  551   62
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           1500 3000   1500   1500 3000   1500   1500 3000   1500   1500 3000   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.45   0.07   0.08 0.23   0.10   0.14 0.40   0.09   0.04 0.18   0.04
Crit Volume:           673          121          601          57
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #32 Topanga Canyon Blvd/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.235
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              168 1683   315   119 1202   129   259 1183   164   266 1017   151
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           168 1683   315   119 1202   129   259 1183   164   266 1017   151
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           168 1683   315   119 1202   129   259 1183   164   266 1017   151
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          168 1683   315   119 1202   129   259 1183   164   266 1017   151
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          168 1683   315   119 1202   129   285 1183   164   293 1017   151
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.00   1.00   2.00 2.00   1.00   2.00 1.74   0.26
Final Sat.:           1375 2750   1375   1375 2750   1375   2750 2750   1375   2750 2394   356
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.61  0.23   0.09 0.44   0.09   0.10 0.43   0.12   0.11 0.42   0.42
Crit Volume:           841          119          592          146
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #33 Owensmouth Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.784
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        67          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          1  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             110  451  254          64  328  76          77 1150  95  155 1001  65
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          110  451  254          64  328  76          77 1150  95  155 1001  65
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           110  451  254          64  328  76          77 1150  95  155 1001  65
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          110  451  254          64  328  76          77 1150  95  155 1001  65
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.10 1.00  1.00
Final Volume:         110  451  254          64  328  76          77 1150  95  171 1001  65
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.62  0.38          1.00 2.00  1.00 2.00 1.88  0.12
Final Sat.:           1500 1500  1500          1500 2436  564          1500 3000  1500 3000 2817  183
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.30  0.17          0.04 0.13  0.13          0.05 0.38  0.06 0.06 0.36  0.36
Crit Volume:          451          64          575          85
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #34 Canoga Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.135
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Canoga Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             137 1506   309   144 926   161   152 1497   200   211 1266   158
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          137 1506   309   144 926   161   152 1497   200   211 1266   158
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           137 1506   309   144 926   161   152 1497   200   211 1266   158
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          137 1506   309   144 926   161   152 1497   200   211 1266   158
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00
FinalVolume:          137 1506   309   144 926   161   152 1497   200   232 1266   158
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   2.00 2.67   0.33
Final Sat.:           1425 2850   1425   1425 2850   1425   1425 2850   1425   2850 3801   474
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.53   0.22   0.10 0.32   0.11   0.11 0.53   0.14   0.08 0.33   0.33
Crit Volume:          753          463          749          116
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #35 De Soto Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.088
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  3  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             131 1814    275    186 1056    188    235 2113    166    184 1093    226
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          131 1814    275    186 1056    188    235 2113    166    184 1093    226
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           131 1814    275    186 1056    188    235 2113    166    184 1093    226
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          131 1814    275    186 1056    188    235 2113    166    184 1093    226
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          131 1814    275    186 1056    188    235 2113    166    184 1093    226
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00    1.00 3.00    1.00    1.00 2.78    0.22    1.00 3.00    1.00
Final Sat.:           1425 4275    1425    1425 4275    1425    1425 3964    311    1425 4275    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.42    0.19    0.13 0.25    0.13    0.16 0.53    0.53    0.13 0.26    0.16
Crit Volume:          605          186          760          364
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #36 Fallbrook Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.776
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        64          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:               120 1886   135          79 1580   205          149 544   115          119 524   123
Growth Adj:             1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Initial Bse:            120 1886   135          79 1580   205          149 544   115          119 524   123
User Adj:                1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Adj:                 1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Volume:             120 1886   135          79 1580   205          149 544   115          119 524   123
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:            120 1886   135          79 1580   205          149 544   115          119 524   123
PCE Adj:                 1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
MLF Adj:                 1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
FinalVolume:            120 1886   135          79 1580   205          149 544   115          119 524   123
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500   1500          1500 1500   1500          1500 1500   1500          1500 1500   1500
Adjustment:             1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Lanes:                   1.00 2.80   0.20          1.00 2.66   0.34          1.00 2.00   1.00          1.00 2.00   1.00
Final Sat.:             1500 4199   301          1500 3983   517          1500 3000   1500          1500 3000   1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.08 0.45   0.45          0.05 0.40   0.40          0.10 0.18   0.08          0.08 0.17   0.08
Crit Volume:              674          79          149          262
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #37 Shoup Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.885
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        125          Level Of Service:          D
*****
Street Name:          Shoup Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             141 1496    97    57  659    115    158  816    96    96  728    119
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          141 1496    97    57  659    115    158  816    96    96  728    119
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           141 1496    97    57  659    115    158  816    96    96  728    119
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          141 1496    97    57  659    115    158  816    96    96  728    119
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          141 1496    97    57  659    115    158  816    96    96  728    119
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           1500 3000    1500    1500 3000    1500    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.50    0.06    0.04 0.22    0.08    0.11 0.27    0.06    0.06 0.24    0.08
Crit Volume:          748          57          158          364
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #38 Owensmouth Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.777
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        84          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  1          1  0  2  0  1          1  0  3  0  1          2  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             132  921  378          141  506  160          141 1228  104  176  911  166
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          132  921  378          141  506  160          141 1228  104  176  911  166
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           132  921  378          141  506  160          141 1228  104  176  911  166
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          132  921  378          141  506  160          141 1228  104  176  911  166
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:          132  921  378          141  506  160          141 1228  104  194  911  166
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          1.00 3.00  1.00  2.00 2.54  0.46
Final Sat.:           1425 2850  1425          1425 2850  1425          1425 4275  1425  2850 3616  659
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.32  0.27          0.10 0.18  0.11          0.10 0.29  0.07  0.07 0.25  0.25
Crit Volume:           461          141          409          97
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #39 Variel Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.607
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37          Level Of Service:          B
*****
Street Name:          Variel Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1! 0  0          0  0  1! 0  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             122    3    99          15    6    12          14 1781    60    58 1106    16
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          122    3    99          15    6    12          14 1781    60    58 1106    16
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           122    3    99          15    6    12          14 1781    60    58 1106    16
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          122    3    99          15    6    12          14 1781    60    58 1106    16
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          122    3    99          15    6    12          14 1781    60    58 1106    16
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 0.55 0.01  0.44          0.46 0.18  0.36          1.00 2.90  0.10  1.00 2.96  0.04
Final Sat.:           817    20    663          682  273    545          1500 4353    147  1500 4436    64
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.15  0.15          0.02 0.02  0.02          0.01 0.41  0.41  0.04 0.25  0.25
Crit Volume:           224    15          614    58
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #40 Topanga Canyon Blvd/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.757
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  1!  0  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              24 1962          85          96 1304          62          138          11          12          139          23          79
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           24 1962          85          96 1304          62          138          11          12          139          23          79
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           24 1962          85          96 1304          62          138          11          12          139          23          79
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          24 1962          85          96 1304          62          138          11          12          139          23          79
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          24 1962          85          96 1304          62          138          11          12          139          23          79
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.88          0.12          1.00 2.86          0.14          0.86 0.07          0.07          1.00 1.00          1.00
Final Sat.:          1425 4097          178          1425 4081          194          1221          97          106          1425 1425          1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.48          0.48          0.07 0.32          0.32          0.11 0.11          0.11          0.10 0.02          0.06
Crit Volume:          682          96          161          139
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #41 Woodlake Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.724
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          C
*****
Street Name:          Woodlake Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  1  0          1  0  1  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              92  250  119          88  82  226          201  848          36          86  963  170
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           92  250  119          88  82  226          201  848          36          86  963  170
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           92  250  119          88  82  226          201  848          36          86  963  170
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          92  250  119          88  82  226          201  848          36          86  963  170
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          92  250  119          88  82  226          201  848          36          86  963  170
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.40 1.08  0.52          1.00 1.00  1.00          1.00 1.92  0.08          1.00 1.70  0.30
Final Sat.:           599 1627  774          1500 1500  1500          1500 2878  122          1500 2550  450
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.15  0.15          0.06 0.05  0.15          0.13 0.29  0.29          0.06 0.38  0.38
Crit Volume:          231          88          201          567
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #42 Fallbrook Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.960
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Fallbrook Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          2  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              364 1205    126    320 1105    300    435 772    167    100 1106    285
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           364 1205    126    320 1105    300    435 772    167    100 1106    285
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           364 1205    126    320 1105    300    435 772    167    100 1106    285
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          364 1205    126    320 1105    300    435 772    167    100 1106    285
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          364 1205    126    352 1105    300    435 772    167    100 1106    285
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    2.00 2.36    0.64    1.00 2.47    0.53    1.00 3.00    1.00
Final Sat.:          1425 2850    1425    2850 3362    913    1425 3515    760    1425 4275    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26 0.42    0.09    0.12 0.33    0.33    0.31 0.22    0.22    0.07 0.26    0.20
Crit Volume:          364          468          435          100
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #43 Shoup Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.938
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Victory Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             217 1444   134   115 721   91    98 940   135   107 1043   172
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          217 1444   134   115 721   91    98 940   135   107 1043   172
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           217 1444   134   115 721   91    98 940   135   107 1043   172
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          217 1444   134   115 721   91    98 940   135   107 1043   172
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          217 1444   134   115 721   91    98 940   135   107 1043   172
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 1.83   0.17   1.00 1.78   0.22   1.00 2.62   0.38   1.00 2.58   0.42
Final Sat.:           1500 2745   255   1500 2664   336   1500 3935   565   1500 3863   637
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.53   0.53   0.08 0.27   0.27   0.07 0.24   0.24   0.07 0.27   0.27
Crit Volume:          789    115          98
Crit Moves:           ****    ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #44 Westfield Way (Pvt)/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.659
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          B
*****
Street Name:          Westfield Way (Pvt)          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0          0      0      0          0      0      0
Lanes:                 0      1      0      0      1          0      1      0      0      1          1      0      3      1      0          1      0      3      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:              84      8      103          163      7      181          220      1875          91          50      1628          186
Growth Adj:            1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Initial Bse:           84      8      103          163      7      181          220      1875          91          50      1628          186
User Adj:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Adj:               1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Volume:            84      8      103          163      7      181          220      1875          91          50      1628          186
Reduct Vol:            0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:           84      8      103          163      7      181          220      1875          91          50      1628          186
PCE Adj:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
MLF Adj:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
FinalVolume:           84      8      103          163      7      181          220      1875          91          50      1628          186
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425      1425      1425          1425      1425      1425          1425      1425      1425          1425      1425      1425
Adjustment:           1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Lanes:                0.91      0.09      1.00          0.96      0.04      1.00          1.00      3.81      0.19          1.00      3.59      0.41
Final Sat.:           1301      124      1425          1366      59      1425          1425      5436      264          1425      5116      584
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06      0.06      0.07          0.12      0.12      0.13          0.15      0.34      0.34          0.04      0.32      0.32
Crit Volume:           84          181          220          454
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #45 Owensmouth Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.805
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        117          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          2  0  3  0  1          2  0  3  1  0          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              201 1295    260    245  657    229    209 1655    115    116 1442    258
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           201 1295    260    245  657    229    209 1655    115    116 1442    258
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           201 1295    260    245  657    229    209 1655    115    116 1442    258
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          201 1295    260    245  657    229    209 1655    115    116 1442    258
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:          201 1295    260    270  657    229    230 1655    115    128 1442    258
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00    2.00 3.00    1.00    2.00 3.74    0.26    2.00 3.39    0.61
Final Sat.:           1375 4125    1375    2750 4125    1375    2750 5143    357    2750 4665    835
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.31    0.19    0.10 0.16    0.17    0.08 0.32    0.32    0.05 0.31    0.31
Crit Volume:          432          135          115          425
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #46 Variel Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.905
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Variel Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  0  1  0          0  0  0  0  0          1  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              321    0    559          0    0    0          0 2628    297    133 1771    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           321    0    559          0    0    0          0 2628    297    133 1771    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            321    0    559          0    0    0          0 2628    297    133 1771    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           321    0    559          0    0    0          0 2628    297    133 1771    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.10 1.00 1.00
Final Volume:          321    0    559          0    0    0          0 2628    297    146 1771    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425 1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                 1.00 0.00 1.00          0.00 0.00 0.00          1.00 4.00 1.00 2.00 4.00 0.00
Final Sat.:            1425    0    1425          0    0    0          1425 5700 1425 2850 5700    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.23 0.00 0.39          0.00 0.00 0.00          0.00 0.46 0.21 0.05 0.31 0.00
Crit Volume:           559          0          657          73
Crit Moves:                ****                ****                ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #47 Mason Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.836
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        113          Level Of Service:          D
*****
Street Name:          Mason Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  1  1      2  0  1  1  1      2  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             167  248  120      182  182  378      711  2391  190      56  1413  253
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          167  248  120      182  182  378      711  2391  190      56  1413  253
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           167  248  120      182  182  378      711  2391  190      56  1413  253
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          167  248  120      182  182  378      711  2391  190      56  1413  253
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.10      1.10 1.00  1.10      1.10 1.00  1.00      1.00 1.00  1.00
FinalVolume:          167  248  132      200  182  416      782  2391  190      56  1413  253
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.92 1.08  1.00      2.00 1.00  2.00      2.00 3.00  1.00      1.00 3.00  1.00
Final Sat.:           1308 1542  1425      2850 1425  2850      2850 4275  1425      1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.16  0.09      0.07 0.13  0.15      0.27 0.56  0.13      0.04 0.33  0.18
Crit Volume:          229          100          391          471
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #48 Owensmouth Ave/Canyon Creek Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.601
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Canyon Creek Rd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  0  0          0  0  2  0  1          1  0  0  0  2          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              356 1299          0          0 1023          73          74          0          272          0    0    0
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           356 1299          0          0 1023          73          74          0          272          0    0    0
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           356 1299          0          0 1023          73          74          0          272          0    0    0
Reduct Vol:            0    0    0          0    0    0          0          0    0    0          0    0    0
Reduced Vol:          356 1299          0          0 1023          73          74          0          272          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.10 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.10          1.00 1.00          1.00
FinalVolume:          392 1299          0          0 1023          73          74          0          299          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                2.00 2.00          0.00          0.00 2.00          1.00          1.00 0.00          2.00          0.00 0.00          0.00
Final Sat.:           2850 2850          0          0 2850          1425          1425          0          2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.46          0.00          0.00 0.36          0.05          0.05 0.00          0.10          0.00 0.00          0.00
Crit Volume:          196          512          150          0
Crit Moves:          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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*****
Intersection #49 Shoup Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.801
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Shoup Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase        Split Phase
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          0  0  1! 0  0          1  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             22 1434    151    147 844    12          7    7    10    242 12 400
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          22 1434    151    147 844    12          7    7    10    242 12 400
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           22 1434    151    147 844    12          7    7    10    242 12 400
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          22 1434    151    147 844    12          7    7    10    242 12 400
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          22 1434    151    147 844    12          7    7    10    266 12 400
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00    1.00    1.00 1.97    0.03    0.29 0.29 0.42 1.91 0.09 1.00
Final Sat.:           1425 2850    1425    1425 2810    40      416 416 594 2727 123 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.50    0.11    0.10 0.30    0.30    0.02 0.02 0.02 0.10 0.10 0.28
Crit Volume:          717          428          24          400
Crit Moves:           ****          ****          ****          ****
*****

```

Future WP Mitigated No Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #50 Shoup Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.975
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Protected      Permitted      Permitted      Protected
Rights:               Include      Include      Include      Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             114 1195   168   158 808   52   102 1311   78   83 792   222
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          114 1195   168   158 808   52   102 1311   78   83 792   222
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           114 1195   168   158 808   52   102 1311   78   83 792   222
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          114 1195   168   158 808   52   102 1311   78   83 792   222
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          114 1195   168   158 808   52   102 1311   78   83 792   222
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 1.88   0.12   1.00 2.00   1.00   1.00 1.00   1.00
Final Sat.:           1425 2850   1425   1425 2678   172   1425 2850   1425   1425 1425   1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.42   0.12   0.11 0.30   0.30   0.07 0.46   0.05   0.06 0.56   0.16
Crit Volume:          598          430          656          792
Crit Moves:          ****          ****
*****

```

Future WP Mitigated No Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #51 Owensmouth Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.605
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             215  451  145          116  385  108          142  729  138          74  608  160
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          215  451  145          116  385  108          142  729  138          74  608  160
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           215  451  145          116  385  108          142  729  138          74  608  160
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          215  451  145          116  385  108          142  729  138          74  608  160
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         215  451  145          116  385  108          142  729  138          74  608  160
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.51  0.49          1.00 1.56  0.44          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          1500 2270  730          1500 2343  657          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.20  0.20          0.08 0.16  0.16          0.09 0.24  0.09          0.05 0.20  0.11
Crit Volume:          215          247  142          304
Crit Moves:          ****          ****  ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #52
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.721
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Protected      Permitted      Permitted      Protected
Rights:         Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:          1      0      1      1      0      1      0      1      1      0      1      0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        94 1286      68      103 769      87      126 226      47      38 258      93
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      94 1286      68      103 769      87      126 226      47      38 258      93
User Adj:        1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:         1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      94 1286      68      103 769      87      126 226      47      38 258      93
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      94 1286      68      103 769      87      126 226      47      38 258      93
PCE Adj:         1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:         1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:     94 1286      68      103 769      87      126 226      47      38 258      93
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:          1.00 1.90      0.10      1.00 1.80      0.20      1.00 1.00      1.00      1.00 0.74      0.26
Final Sat.:      1425 2707      143      1425 2560      290      1425 1425      1425      1425 1047      378
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.07 0.48      0.48      0.07 0.30      0.30      0.09 0.16      0.03      0.03 0.25      0.25
Crit Volume:      677          428          226          351
Crit Moves:      ****          ****
*****

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```

*****
Intersection #53 Shoup Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.035
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Protected        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 0      1      0      1      0      1      1      0      0      1      1      0      2      1      0      1      0      2      1      1
-----|-----|-----|-----|
Volume Module:
Base Vol:              67      497      181      502      162      289      163      1048      59      147      1429      819
Growth Adj:            1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:           67      497      181      502      162      289      163      1048      59      147      1429      819
User Adj:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:               1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:           67      497      181      502      162      289      163      1048      59      147      1429      819
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          67      497      181      502      162      289      163      1048      59      147      1429      819
PCE Adj:              1.00      1.00      1.00      4.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:              1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.10
Final Volume:         67      497      181      552      162      289      163      1048      59      147      1429      901
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:           1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:                0.18      1.33      0.49      1.55      0.45      1.00      1.00      2.84      0.16      1.00      2.45      1.55
Final Sat.:           256      1901      692      2204      646      1425      1425      4047      228      1425      3496      2204
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26      0.26      0.26      0.25      0.25      0.20      0.11      0.26      0.26      0.10      0.41      0.41
Crit Volume:          372          357          163          582
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #54 US-101 EB/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.759
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77          Level Of Service:          C
*****
Street Name:          US-101 EB On Ramp          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    1          0    0    0    0    0          2    0    2    0    0          0    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    1736          0    0    0          1013 1099          0          0 1487    88
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    1736          0    0    0          1013 1099          0          0 1487    88
User Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          1013 1099          0          0 1487    88
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          1013 1099          0          0 1487    88
PCE Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
Final Volume:          0    0    0          0    0    0          1114 1099          0          0 1487    88
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 1.00          0.00 0.00 0.00          2.00 2.00 0.00          0.00 2.83 0.17
Final Sat.:            0    0    1425          0    0    0          2850 2850          0          0 4036    239
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.39 0.39 0.00          0.00 0.37 0.37
Crit Volume:           0          0          557          525
Crit Moves:
*****

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```

*****
Intersection #55
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.534
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Ignore      Ignore      Ignore
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 3 0 0      0 0 3 0 0      0 0 0 0 1      0 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2403      0 0 1716      0 0 0 585      0 0 0 741
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 2403      0 0 1716      0 0 0 585      0 0 0 741
User Adj:     1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Volume:   0 2403      0 0 1716      0 0 0 0      0 0 0 0
Reduct Vol:   0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 2403      0 0 1716      0 0 0 0      0 0 0 0
PCE Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
FinalVolume:  0 2403      0 0 1716      0 0 0 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.00 3.00 0.00  0.00 3.00 0.00  0.00 0.00 1.00  0.00 0.00 1.00
Final Sat.:   0 4500      0 0 4500      0 0 0 1500      0 0 0 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.53 0.00  0.00 0.38 0.00  0.00 0.00 0.00  0.00 0.00 0.00
Crit Volume:   801      0      0      0
Crit Moves:    ****      ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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```

*****
Intersection #56
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.961
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 1      2 0 2 1 1      3 0 2 1 0      2 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      241 1557      383      324 1079      97      732 1000      127      240 711      443
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      241 1557      383      324 1079      97      732 1000      127      240 711      443
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      241 1557      383      324 1079      97      732 1000      127      240 711      443
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      241 1557      383      324 1079      97      732 1000      127      240 711      443
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.10 1.00      1.10      1.10 1.00      1.00      1.10 1.00      1.10
FinalVolume:      241 1557      383      356 1079      107      805 1000      127      264 711      487
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      1.00      2.00 3.00      1.00      3.00 2.66      0.34      2.00 2.00      2.00
Final Sat.:      1375 4125      1375      2750 4125      1375      4125 3660      465      2750 2750      2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.18 0.38      0.28      0.13 0.26      0.08      0.20 0.27      0.27      0.10 0.26      0.18
Crit Volume:      519      178      268      355
Crit Moves:      ****      ****      ****      ****
*****

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```

*****
Intersection #57
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.899
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 0 1      2 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      184 327 53 292 431 389 565 1141 171 94 1067 246
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 184 327 53 292 431 389 565 1141 171 94 1067 246
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 184 327 53 292 431 389 565 1141 171 94 1067 246
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 327 53 292 431 389 565 1141 171 94 1067 246
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 184 327 53 292 431 389 622 1141 171 94 1067 246
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.72 0.28 1.00 1.00 1.00 2.00 2.61 0.39 1.00 3.00 1.00
Final Sat.: 1425 2453 398 1425 1425 1425 2850 3718 557 1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.20 0.30 0.27 0.22 0.31 0.31 0.07 0.25 0.17
Crit Volume: 184 431 311 356
Crit Moves: ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #58
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.840
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        116          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Protected      Permitted
Rights:         Include      Include      Include      Ovl
Min. Green:      0      0      0      0      0      0      0      0
Lanes:          1  0  2  0  1      2  0  1  0  1      1  0  2  1  0      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:        66  217  113      633  252  386      360 1224      77      80 1128  597
Growth Adj:      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:      66  217  113      633  252  386      360 1224      77      80 1128  597
User Adj:        1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:         1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:      66  217  113      633  252  386      360 1224      77      80 1128  597
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      66  217  113      633  252  386      360 1224      77      80 1128  597
PCE Adj:         1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:         1.00 1.00  1.00      1.10 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:     66  217  113      696  252  386      360 1224      77      80 1128  597
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:           1.00 2.00  1.00      2.00 1.00  1.00      1.00 2.82  0.18      1.00 3.00  1.00
Final Sat.:      1425 2850  1425      2850 1425  1425      1425 4022  253      1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.05 0.08  0.08      0.24 0.18  0.27      0.25 0.30  0.30      0.06 0.26  0.42
Crit Volume:          113      348          360          376
Crit Moves:          ****      ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #59
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.656
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      6 1738      1 10 1385      14 51 7 8      16 15 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 1738      1 10 1385      14 51 7 8      16 15 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 1738      1 10 1385      14 51 7 8      16 15 4
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 6 1738      1 10 1385      14 51 7 8      16 15 4
PCE Adj: 6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 36 1738      1 60 1385      14 51 7 8      16 15 4
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.99 0.01 0.01 1.97 0.02 0.77 0.11 0.12 0.46 0.43 0.11
Final Sat.: 10 2988      2 22 2949      29 1159 159 182      686 643 171
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.57 0.58 0.59 0.45 0.47 0.49 0.04 0.04 0.04 0.02 0.02 0.02
Crit Volume: 888 10 51 35
Crit Moves: **** **** **** ****
*****

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```

*****
Intersection #60
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.595
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 0 0 1      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      83 1989      1      18 1001      71      121      0      46      16      0      16
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      83 1989      1      18 1001      71      121      0      46      16      0      16
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      83 1989      1      18 1001      71      121      0      46      16      0      16
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      83 1989      1      18 1001      71      121      0      46      16      0      16
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      83 1989      1      18 1001      71      121      0      46      16      0      16
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.99      0.01      1.00 2.80      0.20      1.00 0.00      1.00      1.00 0.00      1.00
Final Sat.:      1375 4123      2      1375 3852      273      1375      0      1375      1375      0      1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06 0.48      0.48      0.01 0.26      0.26      0.09 0.00      0.03      0.01 0.00      0.01
Crit Volume:      663      18      121      16
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #61 De Soto Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.740
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          C
*****
Street Name:          De Soto Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             108 1835    117          92 1061    79          75    62    142          89    31    115
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          108 1835    117          92 1061    79          75    62    142          89    31    115
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           108 1835    117          92 1061    79          75    62    142          89    31    115
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          108 1835    117          92 1061    79          75    62    142          89    31    115
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          108 1835    117          92 1061    79          75    62    142          89    31    115
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:               1.00 2.82    0.18          1.00 2.79    0.21          0.27 0.22    0.51          0.38 0.13    0.49
Final Sat.:          1500 4230    270          1500 4188    312          403 333    763          568 198    734
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.43    0.43          0.06 0.25    0.25          0.19 0.19    0.19          0.16 0.16    0.16
Crit Volume:          651    92          279    89
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #62
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.552
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 3 0 0      0 0 0 0 0      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2235      13      7 1815      0      0 0 0      0      30 0 15
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 2235      13      7 1815      0      0 0 0      0      30 0 15
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0 0
Reduced Vol:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 2.98 0.02 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.:  1425 4250 25 1425 4275 0 0 0 0 1425 0 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.53 0.53 0.00 0.42 0.00 0.00 0.00 0.00 0.02 0.00 0.01
Crit Volume:  749      7      0      30
Crit Moves:   ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #63 Canoga Ave/Trillium Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.725
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Trillium Dwy (Pvt)
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Split Phase        Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               1    0    2    1    0    2    0    3    0    0    0    0    0    0    0    1    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2133    185    92 1424    0    0    0    0    261    0    132
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00    1.00
Initial Bse:          0 2133    185    92 1424    0    0    0    0    261    0    132
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00    1.00
PHF Volume:           0 2133    185    92 1424    0    0    0    0    261    0    132
Reduct Vol:           0    0    0        0    0    0    0    0    0    0    0    0
Reduced Vol:          0 2133    185    92 1424    0    0    0    0    261    0    132
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00 1.00 1.00    1.10 1.00    1.00
FinalVolume:          0 2133    185    101 1424    0    0    0    0    287    0    132
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425 1425 1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00    1.00
Lanes:               1.00 2.76    0.24    2.00 3.00    0.00 0.00 0.00    0.00 1.37    0.63
Final Sat.:           1425 3934    341    2850 4275    0    0    0    0    1952    0    898
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.54    0.54    0.04 0.33    0.00 0.00 0.00    0.00 0.15    0.15
Crit Volume:          773    51          0    210
Crit Moves:          ****    ****          ****
*****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #64 De Soto Ave/Warner Center Lane (Pvt)/Serrania Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.586
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          De Soto Ave          Warner Center Lane (Pvt)/Serrania
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              32 2060          62          51 1839          62          20    0    117          4    23    53
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           32 2060          62          51 1839          62          20    0    117          4    23    53
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           32 2060          62          51 1839          62          20    0    117          4    23    53
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          32 2060          62          51 1839          62          20    0    117          4    23    53
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          32 2060          62          51 1839          62          20    0    117          4    23    53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 3.00          1.00          1.00 2.90          0.10          0.15 0.00          0.85          0.05 0.29          0.66
Final Sat.:          1500 4500          1500          1500 4353          147          219    0    1281          75    431          994
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.46          0.04          0.03 0.42          0.42          0.09 0.00          0.09          0.05 0.05          0.05
Crit Volume:          687          51          137          4
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #65 Canoga AveWarner Ranch Rd (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.600
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Canoga Ave          Warner Ranch Rd (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          1  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             16 1672    51          79 1970    14          0    0    8          31    0    222
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          16 1672    51          79 1970    14          0    0    8          31    0    222
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           16 1672    51          79 1970    14          0    0    8          31    0    222
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          16 1672    51          79 1970    14          0    0    8          31    0    222
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          16 1672    51          79 1970    14          0    0    8          31    0    222
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.91    0.09          1.00 2.98    0.02          0.00 0.00    1.00          1.00 0.00    1.00
Final Sat.:           1500 4367    133          1500 4468    32          0    0    1500          1500    0    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.38    0.38          0.05 0.44    0.44          0.00 0.00    0.01          0.02 0.00    0.15
Crit Volume:          16          661          0          222
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #66
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.682
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      86 1585      83      173 1873      67      170      41      112      62      6      109
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      86 1585      83      173 1873      67      170      41      112      62      6      109
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      86 1585      83      173 1873      67      170      41      112      62      6      109
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      86 1585      83      173 1873      67      170      41      112      62      6      109
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      86 1585      83      173 1873      67      187      41      112      62      6      109
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.85      0.15      1.00 2.90      0.10      2.00 1.00      1.00      1.00 0.05      0.95
Final Sat.:      1375 3920      205      1375 3983      142      2750 1375      1375      1375      72      1303
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06 0.40      0.40      0.13 0.47      0.47      0.07 0.03      0.08      0.05 0.08      0.08
Crit Volume:      556      173      94      115
Crit Moves:      ****      ****      ****      ****
*****

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```

*****
Intersection #67 Owensmouth Ave/Promenade Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.370
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Promenade Dwy (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    1    0          1    0    1    1    0          0    1    0    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             57    782    22          15    597    81          71    33    64          54    8    26
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          57    782    22          15    597    81          71    33    64          54    8    26
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           57    782    22          15    597    81          71    33    64          54    8    26
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          57    782    22          15    597    81          71    33    64          54    8    26
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:         57    782    22          15    597    81          71    33    64          54    8    26
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:               1.00 1.95 0.05          1.00 1.76 0.24          0.85 0.39 0.76          1.00 0.41 0.59
Final Sat.:          1500 2918    82          1500 2642    358          1268 589 1143          1500 614    886
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.27 0.27          0.01 0.23 0.23          0.06 0.06 0.06          0.04 0.01 0.03
Crit Volume:          402    15          84          54
Crit Moves:           ****    ****          ****          ****
*****

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```

*****
Intersection #68 Owensmouth Ave/West Valley Way (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.649
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          West Valley Way (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             16 1315          0    0  800          24  267    0    83          0    0    0
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          16 1315          0    0  800          24  267    0    83          0    0    0
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           16 1315          0    0  800          24  267    0    83          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          16 1315          0    0  800          24  267    0    83          0    0    0
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          16 1315          0    0  800          24  267    0    83          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.00          0.00 0.00 1.94          0.06 1.00 0.00          1.00 0.00 0.00
Final Sat.:           1425 2850          0    0 2767          83  1425    0  1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.46          0.00 0.00 0.29          0.29 0.19 0.00          0.06 0.00 0.00
Crit Volume:          658          0          267          0
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #69 Canoga Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.474
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Canoga Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  2  1  0          1  0  2  0  0          0  0  0  0  0          1  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1974          18          0 1251          0          0    0    0          20    0    2
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1974          18          0 1251          0          0    0    0          20    0    2
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1974          18          0 1251          0          0    0    0          20    0    2
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1974          18          0 1251          0          0    0    0          20    0    2
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0 1974          18          0 1251          0          0    0    0          22    0    2
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.97 0.03 1.00 2.00 0.00 0.00 0.00 0.00 1.83 0.00 0.17
Final Sat.:           0 4236          39          1425 2850          0          0    0    0          2613    0    238
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.47 0.47 0.00 0.44 0.00 0.00 0.00 0.00 0.01 0.00 0.01
Crit Volume:          664          0          0          12
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #70 AMC Dwy/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.587
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          A
*****
Street Name:          AMC Dwy          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  0  1  1      1  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             81    5    84      88    1    81      197  969    51      50 1350    141
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          81    5    84      88    1    81      197  969    51      50 1350    141
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           81    5    84      88    1    81      197  969    51      50 1350    141
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          81    5    84      88    1    81      197  969    51      50 1350    141
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.10    1.10 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Final Volume:         81    5    92      97    1    81      197  969    51      50 1350    141
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:               1.00 0.10  1.90    1.98 0.02  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:          1425 146  2704    2821 29    1425    1425 2850  1425    1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.03  0.03    0.03 0.03  0.06    0.14 0.34  0.04    0.04 0.47  0.10
Crit Volume:          81          81          485          675
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #71 Eton Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.603
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          Eton Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  0  1  0      1  0  0  1  0      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              52    0    72        4    1    10        2 1872    321    52 1240    0
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           52    0    72        4    1    10        2 1872    321    52 1240    0
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           52    0    72        4    1    10        2 1872    321    52 1240    0
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          52    0    72        4    1    10        2 1872    321    52 1240    0
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          52    0    72        4    1    10        2 1872    321    52 1240    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 0.00  1.00      1.00 0.09  0.91      1.00 2.56  0.44  1.00 3.00  0.00
Final Sat.:          1425    0  1425      1425 130  1295      1425 3649   626  1425 4275    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.00  0.05      0.00 0.01  0.01      0.00 0.51  0.51  0.04 0.29  0.00
Crit Volume:          72    4          731    52
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #72 Independence Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.596
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          A
*****
Street Name:          Independence Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    0    1!  0    0          1    0    2    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              4    0    79          22    1    19          30 1804          64    125 1207          51
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           4    0    79          22    1    19          30 1804          64    125 1207          51
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            4    0    79          22    1    19          30 1804          64    125 1207          51
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           4    0    79          22    1    19          30 1804          64    125 1207          51
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:          4    0    79          22    1    19          30 1804          64    125 1207          51
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 0.00  1.00          0.53 0.02  0.45          1.00 2.90  0.10          1.00 2.88  0.12
Final Sat.:            1425    0  1425          746   34   645          1425 4129   146          1425 4102   173
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00  0.06          0.03 0.03  0.03          0.02 0.44  0.44          0.09 0.29  0.29
Crit Volume:           79    22          623          125
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #73 Variel Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.297
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Variel Ave          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              22    19    45          49    75    22          46  111    85          35    32    84
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           22    19    45          49    75    22          46  111    85          35    32    84
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           22    19    45          49    75    22          46  111    85          35    32    84
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          22    19    45          49    75    22          46  111    85          35    32    84
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          22    19    45          49    75    22          46  111    85          35    32    84
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.26 0.22  0.52          0.34 0.51  0.15          0.19 0.46  0.35          0.23 0.21  0.56
Final Sat.:           384  331  785          503 771  226          285 688  527          348 318  834
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06          0.10 0.10  0.10          0.16 0.16  0.16          0.10 0.10  0.10
Crit Volume:          22          146          242          35
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #74 Variel Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.657
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Street Name:          Variel Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  1  0          0  1  0  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              48  264  207          265  99  136          189  761          70          46  409  121
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           48  264  207          265  99  136          189  761          70          46  409  121
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           48  264  207          265  99  136          189  761          70          46  409  121
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          48  264  207          265  99  136          189  761          70          46  409  121
PCE Adj:              1.00 1.00  1.00          2.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          48  264  207          530  99  136          189  761          70          46  409  121
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.18 1.02  0.80          1.00 0.64  0.36          1.00 1.83  0.17          1.00 1.54  0.46
Final Sat.:           277 1526  1197          1500 967  533          1500 2747  253          1500 2315  685
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.17  0.17          0.18 0.10  0.26          0.13 0.28  0.28          0.03 0.18  0.18
Crit Volume:          260          265          416          46
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #75 Variel Ave/Califa St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.439
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Variel Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             13    28    5    125    5    74    270  167    4    1    53    83
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          13    28    5    125    5    74    270  167    4    1    53    83
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           13    28    5    125    5    74    270  167    4    1    53    83
Reduct Vol:           0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:          13    28    5    125    5    74    270  167    4    1    53    83
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:          13    28    5    125    5    74    270  167    4    1    53    83
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                0.28  0.61  0.11  0.62  0.02  0.36  0.61  0.38  0.01  0.01  0.39  0.60
Final Sat.:           424   913   163   919   37   544   918   568   14    11   580   909
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03  0.03  0.03  0.14  0.14  0.14  0.29  0.29  0.29  0.09  0.09  0.09
Crit Volume:          13          204          441          1
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #76 Warner Center Lane/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.370
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Center Lane          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          74    0    159          45    881    0          0    427    17
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          74    0    159          45    881    0          0    427    17
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          74    0    159          45    881    0          0    427    17
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          74    0    159          45    881    0          0    427    17
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          74    0    159          45    881    0          0    427    17
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.32 0.00 0.68          1.00 3.00 0.00          0.00 1.92 0.08
Final Sat.:            0    0    0          453    0    972          1425 4275    0          0    2741    109
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.16 0.00 0.16          0.03 0.21 0.00          0.00 0.16 0.16
Crit Volume:           0          233          294          0
Crit Moves:
*****

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```

*****
Intersection #77 De Soto/Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.451
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          De Soto          Clark St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  3  0  1        0  1  4  0  0        0  0  0  0  0        0  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1599   156       73 2405   0         0    0    0         0    0    37
Growth Adj:           1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
Initial Bse:          0 1599   156       73 2405   0         0    0    0         0    0    37
User Adj:             1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
PHF Volume:           0 1599   156       73 2405   0         0    0    0         0    0    37
Reduct Vol:           0    0    0         0    0    0         0    0    0         0    0    0
Reduced Vol:          0 1599   156       73 2405   0         0    0    0         0    0    37
PCE Adj:              1.00 1.00  1.00     6.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
FinalVolume:          0 1599   156       438 2405   0         0    0    0         0    0    37
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425     1425 1425  1425     1425 1425  1425     1425 1425  1425
Adjustment:           1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00     1.00 1.00  1.00
Lanes:                0.00 3.00  1.00     1.00 4.00  0.00     0.00 0.00  0.00     0.00 0.00  1.00
Final Sat.:           0 4275  1425     1425 5700   0         0    0    0         0    0  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.37  0.11     0.05 0.42  0.00     0.00 0.00  0.00     0.00 0.00  0.03
Crit Volume:           533           73           0           37
Crit Moves:           ****           ****           ****
*****

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```

*****
Intersection #78 Warner Ranch Rd (Pvt)/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.381
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Ranch Rd (Pvt)          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          1    0    0    0    1          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          228    0    213          16    557          0          0    569    28
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          228    0    213          16    557          0          0    569    28
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          228    0    213          16    557          0          0    569    28
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          228    0    213          16    557          0          0    569    28
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          228    0    213          16    557          0          0    569    28
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          1.00 0.00 1.00          1.00 3.00 0.00          0.00 1.91 0.09
Final Sat.:            0    0    0          1425    0    1425          1425 4275          0          0    2716    134
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.16 0.00 0.15          0.01 0.13 0.00          0.00 0.21 0.21
Crit Volume:           0          228          16          299
Crit Moves:
*****

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*****
Intersection #79 Owensmouth Ave/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.331
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Marylee St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             30  421    20          10  725    39          40    4    37          4    0    13
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          30  421    20          10  725    39          40    4    37          4    0    13
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           30  421    20          10  725    39          40    4    37          4    0    13
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          30  421    20          10  725    39          40    4    37          4    0    13
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          30  421    20          10  725    39          40    4    37          4    0    13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.91  0.09          1.00 1.90  0.10          0.49 0.05  0.46          0.24 0.00  0.76
Final Sat.:          1500 2864  136          1500 2847  153          741    74    685          353    0  1147
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.15  0.15          0.01 0.25  0.25          0.05 0.05  0.05          0.01 0.00  0.01
Crit Volume:          30          382          81          4
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #80 Topanga Canyon Blvd/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.604
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   0      0      2      1      0          1      0      3      0      0          0      0      0      0      0          0      0      1!      0      0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                0 2168          44          78 1733          0          0      0      0          17      0      73
Growth Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:              0 2168          44          78 1733          0          0      0      0          17      0      73
User Adj:                1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:              0 2168          44          78 1733          0          0      0      0          17      0      73
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              0 2168          44          78 1733          0          0      0      0          17      0      73
PCE Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:                  1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:              0 2168          44          78 1733          0          0      0      0          17      0      73
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                   0.00 2.94          0.06          1.00 3.00          0.00          0.00 0.00          0.00          0.19 0.00          0.81
Final Sat.:              0 4410          90          1500 4500          0          0      0      0          283      0      1217
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.49          0.49          0.05 0.39          0.00          0.00 0.00          0.00          0.06 0.00          0.06
Crit Volume:              737          78          0          90
Crit Moves:              ****          ****          ****
*****

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```

*****
Intersection #81 Topanga Canyon Blvd/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.613
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Protected          Protected
Rights:               Include          Include          Include          Ignore
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          0  0  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             187 2183   181   144 1529   113         0    0    86         0    0    470
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          187 2183   181   144 1529   113         0    0    86         0    0    470
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   0.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   0.00
PHF Volume:           187 2183   181   144 1529   113         0    0    86         0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          187 2183   181   144 1529   113         0    0    86         0    0    0
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   0.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   0.00
FinalVolume:          187 2183   181   144 1529   113         0    0    86         0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.77   0.23   1.00 2.79   0.21   0.00 0.00   1.00   0.00 0.00   2.00
Final Sat.:           1425 3948   327   1425 3981   294         0    0  1425         0    0  2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.55   0.55   0.10 0.38   0.38   0.00 0.00   0.06   0.00 0.00   0.00
Crit Volume:          788          547          86          0
Crit Moves:          ****          ****
*****

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*****
Intersection #82 Topanga Canyon Blvd/Bassett St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.626
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Bassett St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  0          0  0  2  1  0          0  0  1! 0  0          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              111 2020          0          0 1442 103 161 0 58          0 0 0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           111 2020          0          0 1442 103 161 0 58          0 0 0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           111 2020          0          0 1442 103 161 0 58          0 0 0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          111 2020          0          0 1442 103 161 0 58          0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          111 2020          0          0 1442 103 161 0 58          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 0.00 0.00 2.80 0.20 0.74 0.00 0.26 0.00 0.00 0.00
Final Sat.:          1425 4275          0          0 3990 285 1048 0 377          0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.47 0.00 0.00 0.36 0.36 0.15 0.00 0.15 0.00 0.00 0.00
Crit Volume:          673          0          219          0
Crit Moves:           ****          ****          ****
*****

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```

*****
Intersection #83 Randi Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.409
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Randi Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  0  1! 0  0        0  0  1! 0  0        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              67    34    52        3    8    64        45 1084    75    64 1230    6
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           67    34    52        3    8    64        45 1084    75    64 1230    6
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           67    34    52        3    8    64        45 1084    75    64 1230    6
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          67    34    52        3    8    64        45 1084    75    64 1230    6
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          67    34    52        3    8    64        45 1084    75    64 1230    6
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.44 0.22  0.34    0.04 0.11  0.85    1.00 2.81  0.19    1.00 2.99  0.01
Final Sat.:           657  333  510        60  160 1280    1500 4209  291    1500 4478  22
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.10  0.10    0.05 0.05  0.05    0.03 0.26  0.26    0.04 0.27  0.27
Crit Volume:           153          3          45          412
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #84 Glade Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.408
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Glade Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted      Permitted      Permitted      Permitted
Rights:               Include      Include      Include      Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                0    1    0    0    1    0    1    0    0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             96    63    79      72    31    61      22    244    37      45    643    30
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          96    63    79      72    31    61      22    244    37      45    643    30
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           96    63    79      72    31    61      22    244    37      45    643    30
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          96    63    79      72    31    61      22    244    37      45    643    30
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 4.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          96    63    79      72    31    61      88    244    37      45    643    30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.60 0.40 1.00 0.70 0.30 1.00 0.19 1.61 0.20 0.13 1.79 0.08
Final Sat.:           906  594 1500 1049 451 1500 278 2421 301 188 2687 125
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11 0.05 0.07 0.07 0.04 0.08 0.10 0.12 0.24 0.24 0.24
Crit Volume:          159          72          22          359
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #85 Randi Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.354
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Randi Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             18    24    48        22    24    24        24  276    26        61  666    124
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          18    24    48        22    24    24        24  276    26        61  666    124
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           18    24    48        22    24    24        24  276    26        61  666    124
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          18    24    48        22    24    24        24  276    26        61  666    124
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          18    24    48        22    24    24        24  276    26        61  666    124
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.20 0.27  0.53      0.48 0.52  1.00      1.00 1.83  0.17      1.00 1.69  0.31
Final Sat.:           300  400  800        717  783  1500      1500 2742  258      1500 2529  471
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06      0.03 0.03  0.02      0.02 0.10  0.10      0.04 0.26  0.26
Crit Volume:          90          22          24          395
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #86
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.076
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 0 1 0      0 1 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      48 2512      51      289 1264      192      401 61      63      49 24      308
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      48 2512      51      289 1264      192      401 61      63      49 24      308
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      48 2512      51      289 1264      192      401 61      63      49 24      308
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      48 2512      51      289 1264      192      401 61      63      49 24      308
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.10
FinalVolume:      48 2512      51      289 1264      192      441 61      63      49 24      339
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.94      0.06      1.00 2.60      0.40      2.00 0.49      0.51      0.67 0.33      2.00
Final Sat.:      1425 4190      85      1425 3711      564      2850 701      724      957 468      2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.03 0.60      0.60      0.20 0.34      0.34      0.15 0.09      0.09      0.05 0.05      0.12
Crit Volume:      854      289      221      169
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #87 Jordan Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.721
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          C
*****
Street Name:          Jordan Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1      0      0      1      0      1      0      0      1      1      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:              62      105      91      133      27      80      54      1331      43      66      1041      109
Growth Adj:            1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:           62      105      91      133      27      80      54      1331      43      66      1041      109
User Adj:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:               1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:           62      105      91      133      27      80      54      1331      43      66      1041      109
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          62      105      91      133      27      80      54      1331      43      66      1041      109
PCE Adj:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:          62      105      91      133      27      80      54      1331      43      66      1041      109
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:           1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:                1.00      0.54      0.46      1.00      0.25      0.75      1.00      1.94      0.06      1.00      1.81      0.19
Final Sat.:          1500      804      696      1500      379      1121      1500      2906      94      1500      2716      284
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04      0.13      0.13      0.09      0.07      0.07      0.04      0.46      0.46      0.04      0.38      0.38
Crit Volume:          196      133          687      66
Crit Moves:          ****      ****          ****      ****
*****

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*****
Intersection #88 Remmet Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.691
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          B
*****
Street Name:          Remmet Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Protected          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1      0      0      1      0          1      0      0      1      0          1      0      1      1      0          1      0      2      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:                77      108      154          27      24          37          39      1329          63          92      1060          43
Growth Adj:              1.00      1.00      1.00          1.00      1.00          1.00          1.00      1.00          1.00          1.00      1.00          1.00
Initial Bse:              77      108      154          27      24          37          39      1329          63          92      1060          43
User Adj:                1.00      1.00      1.00          1.00      1.00          1.00          1.00      1.00          1.00          1.00      1.00          1.00
PHF Adj:                 1.00      1.00      1.00          1.00      1.00          1.00          1.00      1.00          1.00          1.00      1.00          1.00
PHF Volume:              77      108      154          27      24          37          39      1329          63          92      1060          43
Reduct Vol:              0      0      0          0      0          0          0      0          0          0      0          0
Reduced Vol:             77      108      154          27      24          37          39      1329          63          92      1060          43
PCE Adj:                 1.00      1.00      1.00          1.00      1.00          1.00          1.00      1.00          1.00          1.00      1.00          1.00
MLF Adj:                 1.00      1.00      1.00          1.00      1.00          1.00          1.00      1.00          1.00          1.00      1.00          1.00
FinalVolume:             77      108      154          27      24          37          39      1329          63          92      1060          43
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1425      1425      1425          1425      1425          1425          1425      1425          1425          1425      1425          1425
Adjustment:             1.00      1.00      1.00          1.00      1.00          1.00          1.00      1.00          1.00          1.00      1.00          1.00
Lanes:                  1.00      0.41      0.59          1.00      0.39      0.61          1.00      1.91          0.09          1.00      2.00          1.00
Final Sat.:             1425      587      838          1425      561      864          1425      2721          129          1425      2850          1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05      0.18      0.18          0.02      0.04      0.04          0.03      0.49          0.49          0.06      0.37          0.03
Crit Volume:              262          27          696          530
Crit Moves:              ****          ****          ****
*****

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 Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #89 Variel Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.724
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Variel Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              71    95    60    131    67    30    98 1612    39    64 1128    80
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           71    95    60    131    67    30    98 1612    39    64 1128    80
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           71    95    60    131    67    30    98 1612    39    64 1128    80
Reduct Vol:            0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:          71    95    60    131    67    30    98 1612    39    64 1128    80
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          71    95    60    131    67    30    98 1612    39    64 1128    80
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 1.00  1.00  1.00 0.69  0.31  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:          1425 1425  1425  1425 984    441  1425 2850  1425  1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.07  0.04  0.09 0.07  0.07  0.07 0.57  0.03  0.04 0.40  0.06
Crit Volume:          95          131          806          564
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #90 Owensmouth Ave/Gault St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.623
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Gault St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             47  760    64          42  513    27          17  27    53          34  27    54
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          47  760    64          42  513    27          17  27    53          34  27    54
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           47  760    64          42  513    27          17  27    53          34  27    54
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          47  760    64          42  513    27          17  27    53          34  27    54
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          47  760    64          42  513    27          17  27    53          34  27    54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.90  0.10          0.17 0.28  0.55          0.30 0.23  0.47
Final Sat.:           1500 1500  1500          1500 2850  150          263  418  820          443  352  704
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.51  0.04          0.03 0.18  0.18          0.06 0.06  0.06          0.08 0.08  0.08
Crit Volume:           760          42          17          115
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #91 Owensmouth Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.769
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             112  887   37          20  559   44          28  28  113          41  42   21
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          112  887   37          20  559   44          28  28  113          41  42   21
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           112  887   37          20  559   44          28  28  113          41  42   21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          112  887   37          20  559   44          28  28  113          41  42   21
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          112  887   37          20  559   44          28  28  113          41  42   21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.96  0.04          1.00 1.85  0.15          0.17 0.16  0.67          0.39 0.41  0.20
Final Sat.:           1500 1440   60          1500 2781  219          249  249  1003          591  606  303
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.62  0.62          0.01 0.20  0.20          0.11 0.11  0.11          0.07 0.07  0.07
Crit Volume:          924          20          169          41
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #92 De Soto Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.550
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        32          Level Of Service:          A
*****
Street Name:          De Soto Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             52 1936          66          55 1419          36          31  12          68          34   6          39
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          52 1936          66          55 1419          36          31  12          68          34   6          39
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           52 1936          66          55 1419          36          31  12          68          34   6          39
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          52 1936          66          55 1419          36          31  12          68          34   6          39
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          52 1936          66          55 1419          36          31  12          68          34   6          39
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.90          0.10          1.00 2.93          0.07          0.72 0.28          1.00          0.85 0.15          1.00
Final Sat.:           1500 4352          148          1500 4389          111          1081 419          1500          1275 225          1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.44          0.44          0.04 0.32          0.32          0.03 0.03          0.05          0.03 0.03          0.03
Crit Volume:          667          55          68          34
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #93 Mason Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.850
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96          Level Of Service:          D
*****
Street Name:          Mason Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted      Permitted      Permitted      Permitted
Rights:               Include      Include      Include      Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  2  0  1    1  0  2  0  1    1  0  2  0  1    1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             49  719    47    98  718    140    231 1506    59    65 1026    89
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           49  719    47    98  718    140    231 1506    59    65 1026    89
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           49  719    47    98  718    140    231 1506    59    65 1026    89
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          49  719    47    98  718    140    231 1506    59    65 1026    89
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          49  719    47    98  718    140    231 1506    59    65 1026    89
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           1500 3000    1500    1500 3000    1500    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.24    0.03    0.07 0.24    0.09    0.15 0.50    0.04    0.04 0.34    0.06
Crit Volume:          360          98          753          65
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #94
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.709
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      1      0      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      23      25      118      160      52      87      100      1371      66      75      1502      136
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      23      25      118      160      52      87      100      1371      66      75      1502      136
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      23      25      118      160      52      87      100      1371      66      75      1502      136
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      23      25      118      160      52      87      100      1371      66      75      1502      136
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      23      25      118      160      52      87      100      1371      66      75      1502      136
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.17      0.83      1.00      0.37      0.63      1.00      2.00      1.00      1.00      2.75      0.25
Final Sat.:      1500      262      1238      1500      561      939      1500      3000      1500      1500      4126      374
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02      0.10      0.10      0.11      0.09      0.09      0.07      0.46      0.04      0.05      0.36      0.36
Crit Volume:      143      160      686      75
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #95 Owensmouth Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.976
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Owensmouth Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             29  473    42    120  302    51    67 1344    13    77  934    54
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          29  473    42    120  302    51    67 1344    13    77  934    54
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           29  473    42    120  302    51    67 1344    13    77  934    54
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          29  473    42    120  302    51    67 1344    13    77  934    54
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:         29  473    42    120  302    51    67 1344    13    77  934    54
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 0.92    0.08    0.25 0.64    0.11    1.00 1.98    0.02    1.00 1.89    0.11
Final Sat.:           1425 1309    116    362  910    154    1425 2823    27    1425 2694    156
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.36    0.36    0.33 0.33    0.33    0.05 0.48    0.48    0.05 0.35    0.35
Crit Volume:          515    120          679    77
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #96 Canoga Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.924
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        2  0  2  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             106 1188    257    139 1036    157    161 1293    61    163 842    203
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          106 1188    257    139 1036    157    161 1293    61    163 842    203
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           106 1188    257    139 1036    157    161 1293    61    163 842    203
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          106 1188    257    139 1036    157    161 1293    61    163 842    203
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          106 1188    257    153 1036    157    161 1293    61    163 842    203
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    2.00 2.61    0.39    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:          1425 2850    1425    2850 3712    563    1425 2850    1425    1425 2850    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.42    0.18    0.05 0.28    0.28    0.11 0.45    0.04    0.11 0.30    0.14
Crit Volume:          594          76          647          421
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #97 Variel Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.666
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Street Name:          Variel Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             59    59    69          44    53    68          88 1456          41    40 1009          24
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          59    59    69          44    53    68          88 1456          41    40 1009          24
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           59    59    69          44    53    68          88 1456          41    40 1009          24
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          59    59    69          44    53    68          88 1456          41    40 1009          24
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          59    59    69          44    53    68          88 1456          41    40 1009          24
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.31 0.32  0.37          0.27 0.32  0.41          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           473  473  553          400  482  618          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.12  0.12          0.11 0.11  0.11          0.06 0.49  0.03          0.03 0.34  0.02
Crit Volume:          187    44          728          40
Crit Moves:           ****          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #98 De Soto Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.090
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              163 1509   216   133 1184   170   175 1369   123   106 798   84
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           163 1509   216   133 1184   170   175 1369   123   106 798   84
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           163 1509   216   133 1184   170   175 1369   123   106 798   84
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          163 1509   216   133 1184   170   175 1369   123   106 798   84
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          163 1509   216   133 1184   170   175 1369   123   106 798   84
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:               1.00 2.62   0.38   1.00 2.62   0.38   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:          1375 3608   517   1375 3607   518   1375 2750   1375   1375 2750   1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.42   0.42   0.10 0.33   0.33   0.13 0.50   0.09   0.08 0.29   0.06
Crit Volume:          575          133          685          106
Crit Moves:           ****          ****          ****          ****
*****

```

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```

*****
Intersection #99 Shoup Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.475
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Shoup Ave          Valerio St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      0  1  0  0  1      0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             80 1132    66    24  640    30    26  10    65    25  12    19
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          80 1132    66    24  640    30    26  10    65    25  12    19
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           80 1132    66    24  640    30    26  10    65    25  12    19
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          80 1132    66    24  640    30    26  10    65    25  12    19
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          80 1132    66    24  640    30    26  10    65    25  12    19
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.89  0.11  1.00 1.91  0.09  0.72 0.28  1.00  0.45 0.21  0.34
Final Sat.:           1500 2835  165  1500 2866  134  1083 417  1500  670 321  509
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.40  0.40  0.02 0.22  0.22  0.02 0.02  0.04  0.04 0.04  0.04
Crit Volume:          599          24          65          25
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #100 Topanga Canyon Blvd/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.768
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Valerio St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              38 1738          38          72 1390          24          61  37          41          44  48          58
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           38 1738          38          72 1390          24          61  37          41          44  48          58
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           38 1738          38          72 1390          24          61  37          41          44  48          58
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          38 1738          38          72 1390          24          61  37          41          44  48          58
PCE Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          38 1738          38          72 1390          24          61  37          41          44  48          58
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                 1.00 2.00          1.00          1.00 2.00          1.00          0.44 0.27          0.29          0.29 0.32          0.39
Final Sat.:           1500 3000          1500          1500 3000          1500          658  399          442          440  480          580
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.58          0.03          0.05 0.46          0.02          0.09 0.09          0.09          0.10 0.10          0.10
Crit Volume:           869          72          61          150
Crit Moves:            ****          ****          ****          ****
*****

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```

*****
Intersection #101 Canoga Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.697
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          Canoga Ave          Valerio St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  1          1  0  1  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             30 1377          39    88 1214          15    83 130          25    62 71          64
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          30 1377          39    88 1214          15    83 130          25    62 71          64
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           30 1377          39    88 1214          15    83 130          25    62 71          64
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          30 1377          39    88 1214          15    83 130          25    62 71          64
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          30 1377          39    88 1214          15    83 130          25    62 71          64
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:               1.00 2.00          1.00 1.98 0.02          1.00 0.84 0.16          1.00 0.53 0.47
Final Sat.:           1425 2850          1425 1425 2815          35 1425 1195          230 1425 749          676
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.48          0.03 0.06 0.43          0.43 0.06 0.11          0.11 0.04 0.09          0.09
Crit Volume:          689          88          155          62
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #102 Lurline Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.513
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Lurline Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  1  0  0  1          0  1  0  0  1          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            16    5    41          62    17    41          77 1800    26    58 1238    62
Growth Adj:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:         16    5    41          62    17    41          77 1800    26    58 1238    62
User Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:          16    5    41          62    17    41          77 1800    26    58 1238    62
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         16    5    41          62    17    41          77 1800    26    58 1238    62
PCE Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:         16    5    41          62    17    41          77 1800    26    58 1238    62
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:              0.76 0.24  1.00          0.78 0.22  1.00          1.00 2.96  0.04          1.00 2.86  0.14
Final Sat.:         1143  357  1500          1177  323  1500          1500 4436    64          1500 4285  215
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.01 0.01  0.03          0.05 0.05  0.03          0.05 0.41  0.41          0.04 0.29  0.29
Crit Volume:          41    62          609          58
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #103 Mason Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.132
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Mason Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Protected        Permitted        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  1  1  0      1  0  2  0  1      1  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              103  934  121  288  756  175  217 1904  58  163 1225  212
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           103  934  121  288  756  175  217 1904  58  163 1225  212
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:            103  934  121  288  756  175  217 1904  58  163 1225  212
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:           103  934  121  288  756  175  217 1904  58  163 1225  212
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:           103  934  121  288  756  175  217 1904  58  163 1225  212
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                 1.00 1.77  0.23  1.00 2.00  1.00 1.00 3.00  1.00 1.00 3.00  1.00
Final Sat.:            1425 2523  327  1425 2850  1425 1425 4275  1425 1425 4275  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.37  0.37  0.20 0.27  0.12  0.15 0.45  0.04  0.11 0.29  0.15
Crit Volume:           528          288          635          163
Crit Moves:            ****          ****          ****          ****
*****

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```

*****
Intersection #104 Owensmouth Ave/Wyandotte St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.423
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Wyandotte St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  1  0  1      1  0  1  1  0      0  1  0  0  1      0  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              39  506      42      31  348      25      24  53      60      20  37      26
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           39  506      42      31  348      25      24  53      60      20  37      26
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           39  506      42      31  348      25      24  53      60      20  37      26
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          39  506      42      31  348      25      24  53      60      20  37      26
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          39  506      42      31  348      25      24  53      60      20  37      26
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.00  1.00  1.00 1.87  0.13  0.31  0.69  1.00  0.35  0.65  1.00
Final Sat.:          1500 1500  1500  1500 2799      201      468 1032  1500      526  974  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.34  0.03  0.02 0.12  0.12  0.05 0.05  0.04  0.04 0.04  0.02
Crit Volume:           506          31          77          20
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #105 Sale Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.360
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Sale Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             14    9    43        7    5    28        29  905    40        38  869    17
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          14    9    43        7    5    28        29  905    40        38  869    17
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           14    9    43        7    5    28        29  905    40        38  869    17
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          14    9    43        7    5    28        29  905    40        38  869    17
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          14    9    43        7    5    28        29  905    40        38  869    17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.61 0.39  1.00      0.58 0.42  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:           913  587  1500      875  625  1500      1500 3000  1500      1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02  0.03      0.01 0.01  0.02      0.02 0.30  0.03      0.03 0.29  0.01
Crit Volume:           43          7          453          38
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #106 Winnetka Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.141
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             120 1285   152   136 889   101   130 1292   67   168 896   116
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          120 1285   152   136 889   101   130 1292   67   168 896   116
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           120 1285   152   136 889   101   130 1292   67   168 896   116
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          120 1285   152   136 889   101   130 1292   67   168 896   116
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          120 1285   152   136 889   101   130 1292   67   168 896   116
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.00   1.00   1.00 1.90   0.10   1.00 1.77   0.23
Final Sat.:           1425 2850   1425   1425 2850   1425   1425 2709   141   1425 2523   327
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.45   0.11   0.10 0.31   0.07   0.09 0.48   0.48   0.12 0.36   0.36
Crit Volume:          643          136          680          168
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #107 Sale Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.508
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Sale Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             23    15    40      21    1    39      35 1155    14    16 1330    32
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          23    15    40      21    1    39      35 1155    14    16 1330    32
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           23    15    40      21    1    39      35 1155    14    16 1330    32
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          23    15    40      21    1    39      35 1155    14    16 1330    32
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          23    15    40      21    1    39      35 1155    14    16 1330    32
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.61 0.39  1.00    0.95 0.05  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           908  592  1500    1432  68  1500    1500 3000  1500    1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.03  0.03    0.01 0.01  0.03    0.02 0.39  0.01    0.01 0.44  0.02
Crit Volume:          23          39    35          665
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #108 Winnetka Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.971
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  2  1  0          2  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             211 1109   145   194 760   155   257 1993   158   169 1269   139
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          211 1109   145   194 760   155   257 1993   158   169 1269   139
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           211 1109   145   194 760   155   257 1993   158   169 1269   139
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          211 1109   145   194 760   155   257 1993   158   169 1269   139
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          232 1109   145   213 760   155   283 1993   158   186 1269   139
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                2.00 2.65   0.35   2.00 2.49   0.51   2.00 2.78   0.22   2.00 2.70   0.30
Final Sat.:           2750 3648   477   2750 3426   699   2750 3822   303   2750 3718   407
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.30   0.30   0.08 0.22   0.22   0.10 0.52   0.52   0.07 0.34   0.34
Crit Volume:          418    107          717    93
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #109 Winnetka Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.589
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  2  0  0          0  0  3  0  0          0  0  1  0  0          0  0  1  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1530          0    0 1062          0    0    16          0    0 118          0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1530          0    0 1062          0    0    16          0    0 118          0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1530          0    0 1062          0    0    16          0    0 118          0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1530          0    0 1062          0    0    16          0    0 118          0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0 1530          0    0 1062          0    0    16          0    0 118          0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.00 0.00 0.00 3.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00
Final Sat.:           0 3000          0    0 4500          0    0 1500          0    0 1500          0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.51 0.00 0.00 0.24 0.00 0.00 0.01 0.00 0.00 0.08 0.00
Crit Volume:          765          0          0          118
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #110 Fallbrook Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.732
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             36 1509    93    145 1068    12    31    80    36    170 175    213
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          36 1509    93    145 1068    12    31    80    36    170 175    213
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           36 1509    93    145 1068    12    31    80    36    170 175    213
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          36 1509    93    145 1068    12    31    80    36    170 175    213
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          36 1509    93    145 1068    12    31    80    36    170 175    213
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.83    0.17    1.00 2.97    0.03    1.00 0.69    0.31    1.00 0.45    0.55
Final Sat.:           1500 4239    261    1500 4450    50    1500 1034    466    1500 677    823
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.36    0.36    0.10 0.24    0.24    0.02 0.08    0.08    0.11 0.26    0.26
Crit Volume:          534          145          31          388
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #111 Winnetka Ave/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.612
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          B
*****
Street Name:          Winnetka Ave          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  0          0  0  2  0  1          2  0  0  0  1          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             167 1297          0          0 1030  117          83    0  115          40  24  21
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          167 1297          0          0 1030  117          83    0  115          40  24  21
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           167 1297          0          0 1030  117          83    0  115          40  24  21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          167 1297          0          0 1030  117          83    0  115          40  24  21
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:          167 1297          0          0 1030  117          91    0  115          40  24  21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:               1.00 2.00  0.00  0.00 2.00  1.00 2.00 0.00  1.00 1.00 0.53  0.47
Final Sat.:           1375 2750          0          0 2750  1375 2750  0  1375 1375 733  642
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.47  0.00  0.00 0.37  0.09 0.03 0.00  0.08 0.03 0.03  0.03
Crit Volume:          167          515          115          45
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #112 Winnetka Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.907
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        155          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  0  1          0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             120 1386    73          90 1046    118    229 461    90    50 262    121
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          120 1386    73          90 1046    118    229 461    90    50 262    121
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           120 1386    73          90 1046    118    229 461    90    50 262    121
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          120 1386    73          90 1046    118    229 461    90    50 262    121
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    2.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          120 1386    73          90 1046    118    229 461    90    100 262    121
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.90    0.10    1.00 1.80    0.20    1.00 1.00    1.00    0.16 0.84    1.00
Final Sat.:           1500 2850    150    1500 2696    304    1500 1500    1500    240 1260    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.49    0.49    0.06 0.39    0.39    0.15 0.31    0.06    0.21 0.21    0.08
Crit Volume:          730    90          229          312
Crit Moves:           ****    ****          ****          ****
*****

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```

*****
Intersection #113 Fallbrook Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.670
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              57 1386          34          90 1046          118          107 165          49          56 262          121
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           57 1386          34          90 1046          118          107 165          49          56 262          121
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           57 1386          34          90 1046          118          107 165          49          56 262          121
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          57 1386          34          90 1046          118          107 165          49          56 262          121
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          57 1386          34          90 1046          118          107 165          49          56 262          121
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.00          1.00          1.00 2.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Final Sat.:          1425 2850          1425          1425 2850          1425          1425 1425          1425          1425 1425          1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.49          0.02          0.06 0.37          0.08          0.08 0.12          0.03          0.04 0.18          0.08
Crit Volume:          693          523          165          262
Crit Moves:           ****          ****
*****

```

Future WP Mitigated No Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #114 Winnetka Ave/Hatteras St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.592
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Hatteras St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              17 1415    94    69 984    10    12    3    15    32    4    17
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
Initial Bse:           17 1415    94    69 984    10    12    3    15    32    4    17
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
PHF Volume:            17 1415    94    69 984    10    12    3    15    32    4    17
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           17 1415    94    69 984    10    12    3    15    32    4    17
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
FinalVolume:           17 1415    94    69 984    10    12    3    15    32    4    17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500    1500    1500 1500    1500    1500 1500    1500 1500    1500
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
Lanes:                 1.00 1.88    0.12    1.00 1.98    0.02    0.40 0.10    0.50 0.60 0.08    0.32
Final Sat.:           1500 2813    187    1500 2970    30    600 150    750    906 113    481
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.50    0.50    0.05 0.33    0.33    0.02 0.02    0.02    0.04 0.04    0.04
Crit Volume:           755          69          12          53
Crit Moves:            ****          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #115 Winnetka Ave / Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.669
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          B
*****
Street Name:          Winnetka Ave          Clark St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             95 1524          0          0 1189          33          61    0    191          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          95 1524          0          0 1189          33          61    0    191          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           95 1524          0          0 1189          33          61    0    191          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          95 1524          0          0 1189          33          61    0    191          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          95 1524          0          0 1189          33          61    0    191          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.00          0.00          0.00 1.95          0.05          1.00 0.00          1.00          0.00 0.00          0.00
Final Sat.:           1425 2850          0          0 2773          77          1425    0    1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.53          0.00          0.00 0.43          0.43          0.04 0.00          0.13          0.00 0.00          0.00
Crit Volume:          762          611          191          0
Crit Moves:           ****          ****
*****

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```

*****
Intersection #116
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.665
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 0      0 0 2 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      205 818 0      0 810 388      0 0 0      283 3 611
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 205 818 0      0 810 388      0 0 0      283 3 611
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 205 818 0      0 810 388      0 0 0      283 3 611
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 205 818 0      0 810 388      0 0 0      283 3 611
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 205 818 0      0 810 388      0 0 0      311 3 672
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.00 0.01 1.99
Final Sat.: 1425 2850 0      0 2850 1425      0 0 0      1425 14 2836
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.14 0.29 0.00 0.00 0.28 0.27 0.00 0.00 0.00 0.22 0.21 0.24
Crit Volume: 205      405      0      338
Crit Moves: ****      ****      ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #117
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.844
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        146          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      1 0 0 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 767 317 403 688 0 416 1 176 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 767 317 403 688 0 416 1 176 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 767 317 403 688 0 416 1 176 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 767 317 403 688 0 416 1 176 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 767 317 403 688 0 416 1 176 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.00 0.01 0.99 0.00 0.00 0.00
Final Sat.: 0 2850 1425 1425 2850 0 1425 8 1417 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.27 0.22 0.28 0.24 0.00 0.29 0.12 0.12 0.00 0.00 0.00
Crit Volume: 384 403 416 0
Crit Moves: **** **** ****
*****

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```

*****
Intersection #118
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.013
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      2      0      1      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      104      408      71      341      368      231      322      1525      116      69      1066      300
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      104      408      71      341      368      231      322      1525      116      69      1066      300
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      104      408      71      341      368      231      322      1525      116      69      1066      300
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      104      408      71      341      368      231      322      1525      116      69      1066      300
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      104      408      71      375      368      231      322      1525      116      69      1066      300
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.85      0.15      2.00      1.00      1.00      1.00      2.79      0.21      1.00      2.34      0.66
Final Sat.:      1425      1214      211      2850      1425      1425      1425      3973      302      1425      3336      939
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.07      0.34      0.34      0.13      0.26      0.16      0.23      0.38      0.38      0.05      0.32      0.32
Crit Volume:      479      188      322      455
Crit Moves:      ****      ****      ****      ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #119 Sale Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.600
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Sale Ave          Ventura Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             34    6    54        56    2    31        38 1158    8    26 2084    50
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          34    6    54        56    2    31        38 1158    8    26 2084    50
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           34    6    54        56    2    31        38 1158    8    26 2084    50
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          34    6    54        56    2    31        38 1158    8    26 2084    50
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          34    6    54        56    2    31        38 1158    8    26 2084    50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.36 0.06  0.58      0.97 0.03  1.00      1.00 2.98  0.02      1.00 2.93  0.07
Final Sat.:           543    96    862      1448    52  1500      1500 4469    31      1500 4395    105
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06      0.04 0.04  0.02      0.03 0.26  0.26      0.02 0.47  0.47
Crit Volume:          94          56          38          711
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #120
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.770
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Ovl      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      0 1 1 0 1      1 1 0 0 1      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      243 864 11      21 603 702      621 89 181      19 53 41
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 243 864 11      21 603 702      621 89 181      19 53 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 243 864 11      21 603 702      621 89 181      19 53 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 243 864 11      21 603 702      621 89 181      19 53 41
PCE Adj: 1.00 1.00 1.00 4.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 243 864 11      84 603 702      683 89 181      19 53 41
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.97 0.03 0.30 1.70 1.00 1.77 0.23 1.00 0.17 0.47 0.36
Final Sat.: 1425 2814 36 427 2423 1425 2521 329 1425 240 668 517
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.17 0.31 0.31 0.05 0.25 0.49 0.27 0.27 0.13 0.08 0.08 0.08
Crit Volume: 243 355 386 113
Crit Moves: **** **** **** ****
*****

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```

*****
Intersection #121 Fallbrook Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.262
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Fallbrook Ave          Ventura Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  1  0  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             52  749  166          432  228  485          163  464  42          234 1040  693
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          52  749  166          432  228  485          163  464  42          234 1040  693
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           52  749  166          432  228  485          163  464  42          234 1040  693
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          52  749  166          432  228  485          163  464  42          234 1040  693
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          52  749  166          475  228  485          163  464  42          234 1040  693
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.64  0.36          1.35 0.65  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1425 2333  517          1926  924  1425          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.32  0.32          0.25 0.25  0.34          0.11 0.16  0.03          0.16 0.36  0.49
Crit Volume:           458          485          163          693
Crit Moves:           ****          ****          ****          ****
*****

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

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*****
Intersection #122 Woodlake Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.867
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        171          Level Of Service:          D
*****
Street Name:          Woodlake Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              28  152    92    102  104    40    49  440    32    648  610    105
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           28  152    92    102  104    40    49  440    32    648  610    105
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           28  152    92    102  104    40    49  440    32    648  610    105
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          28  152    92    102  104    40    49  440    32    648  610    105
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          28  152    92    102  104    40    49  440    32    648  610    105
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                0.16 0.84    1.00    1.00 0.72    0.28    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           214 1161    1375    1375 993    382    1375 2750    1375    1375 2750    1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.13    0.07    0.07 0.10    0.10    0.04 0.16    0.02    0.47 0.22    0.08
Crit Volume:           180          144          220          648
Crit Moves:            ****          ****          ****          ****
*****

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```

*****
Intersection #123 Tampa Ave / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.856
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Tampa Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Protected      Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  0  1  0      2  0  1  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              40  117  46  539  152  236  187  1522  57  31  991  359
Growth Adj:            1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           40  117  46  539  152  236  187  1522  57  31  991  359
User Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           40  117  46  539  152  236  187  1522  57  31  991  359
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          40  117  46  539  152  236  187  1522  57  31  991  359
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00  1.10  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:          40  117  46  593  152  236  187  1522  57  31  991  359
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425  1425
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:               1.00  0.72  0.28  2.00  1.00  1.00  1.00  2.00  1.00  1.00  2.00  1.00
Final Sat.:          1425  1023  402  2850  1425  1425  1425  2850  1425  1425  2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03  0.11  0.11  0.21  0.11  0.17  0.13  0.53  0.04  0.02  0.35  0.25
Crit Volume:          163          296          761          496
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #124 Tampa Ave / Ventura Fwy 101 EB offramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.651
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Tampa Ave          Ventura Fwy 101 EB offramp
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  3  0  0          0  0  3  0  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  665    0          0  766    0          672    0  178          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  665    0          0  766    0          672    0  178          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0  665    0          0  766    0          672    0  178          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0  665    0          0  766    0          672    0  178          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0  665    0          0  766    0          672    0  178          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 3.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           0  4275    0          0  4275    0          1425    0  1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.16 0.00 0.00 0.18 0.00 0.47 0.00 0.12 0.00 0.00 0.00
Crit Volume:          0          255          672          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #125 Tampa Ave / Ventura Fwy 101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.668
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:          Tampa Ave          Ventura Fwy 101 WB
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:               1  0  3  0  0      0  0  2  0  1      0  0  0  0  0      1  0  1! 0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             296  846    0      0  547  316      0    0    0      291    0  618
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          296  846    0      0  547  316      0    0    0      291    0  618
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           296  846    0      0  547  316      0    0    0      291    0  618
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          296  846    0      0  547  316      0    0    0      291    0  618
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:          296  846    0      0  547  316      0    0    0      320    0  680
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 3.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.00 0.00  2.00
Final Sat.:           1425 4275    0      0 2850 1425      0    0    0      1425    0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.21 0.20  0.00  0.00 0.19  0.22  0.00 0.00  0.00  0.22 0.00  0.24
Crit Volume:          296          316          0          340
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #126 101 Ventura Fwy EB and Vanalden / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.747
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
Street Name: 101 Ventura Fwy EB and Vanalden          Ventura Blvd
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:      Permitted          Permitted          Protected          Protected
Rights:      Include          Include          Include          Include
Min. Green:    0    0    0          0    0    0          0    0    0          0    0    0
Lanes:        0    1    0    1    0          0    0    0    0    0          2    0    2    0    1          1    0    3    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      133    179    107          0    0    0          550 1519    115          96 1370    88
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    133    179    107          0    0    0          550 1519    115          96 1370    88
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     133    179    107          0    0    0          550 1519    115          96 1370    88
Reduct Vol:     0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:    133    179    107          0    0    0          550 1519    115          96 1370    88
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:    133    179    107          0    0    0          605 1519    115          96 1370    88
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.63 0.86 0.51 0.00 0.00 0.00 2.00 2.00 1.00 1.00 3.00 1.00
Final Sat.:    905 1218 728          0    0    0          2850 2850 1425 1425 4275 1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.15 0.15 0.15 0.00 0.00 0.00 0.21 0.53 0.08 0.07 0.32 0.06
Crit Volume:    209          0          760          96
Crit Moves:      ****          ****          ****
*****

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*****
Intersection #127 Victory Blvd/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.827
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        108          Level Of Service:          D
*****
Street Name:          Victory Blvd          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted            Permitted            Protected            Protected
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1! 0  0        0  0  1  0  0        0  0  2  0  1        0  0  2  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             333    16    7          0    17    0          0 1934    358          0 1285    0
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          333    16    7          0    17    0          0 1934    358          0 1285    0
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           333    16    7          0    17    0          0 1934    358          0 1285    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          333    16    7          0    17    0          0 1934    358          0 1285    0
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          366    16    7          0    17    0          0 1934    358          0 1285    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425        1425 1425  1425        1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.88 0.08  0.04        0.00 1.00  0.00        0.00 2.00  1.00        0.00 2.00  0.00
Final Sat.:           2682 117    51          0 1425    0          0 2850  1425          0 2850    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.14  0.14        0.00 0.01  0.00        0.00 0.68  0.25        0.00 0.45  0.00
Crit Volume:          195                  17                  967                  0
Crit Moves:          ****                  ****                  ****                  ****
*****

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*****
Intersection #128 Corbin Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.913
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        166          Level Of Service:          E
*****
Street Name:          Corbin Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              56  853  157          159  505  138          124 1761          44  104 1219  334
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           56  853  157          159  505  138          124 1761          44  104 1219  334
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           56  853  157          159  505  138          124 1761          44  104 1219  334
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          56  853  157          159  505  138          124 1761          44  104 1219  334
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          56  853  157          159  505  138          124 1761          44  104 1219  334
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 1.69  0.31          1.00 1.57  0.43          1.00 2.93  0.07  1.00 2.35  0.65
Final Sat.:          1500 2534  466          1500 2356  644          1500 4390  110  1500 3532  968
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.34  0.34          0.11 0.21  0.21          0.08 0.40  0.40  0.07 0.35  0.35
Crit Volume:                505          159                602          104
Crit Moves:                ****          ****                ****          ****
*****

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*****
Intersection #129 Tampa Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.995
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Tampa Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Protected        Prot+Permit      Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              168 1057  144    237 804  183    82 1565  86  131 1403  180
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           168 1057  144    237 804  183    82 1565  86  131 1403  180
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           168 1057  144    237 804  183    82 1565  86  131 1403  180
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          168 1057  144    237 804  183    82 1565  86  131 1403  180
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          168 1057  144    237 804  183    82 1565  86  131 1403  180
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  1.00    1.00 2.00  1.00    1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:          1425 2850  1425    1425 2850  1425    1425 4275  1425  1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.37  0.10    0.17 0.28  0.13    0.06 0.37  0.06  0.09 0.33  0.13
Crit Volume:          529          237          522          131
Crit Moves:           ****          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #130
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.075
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      1 0 2 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      84      62      39      44      81      273      193 1228      67      71 1211      46
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      84      62      39      44      81      273      193 1228      67      71 1211      46
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      84      62      39      44      81      273      193 1228      67      71 1211      46
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      84      62      39      44      81      273      193 1228      67      71 1211      46
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      84      62      39      44      81      273      193 1228      67      71 1211      46
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.95 0.05 1.00 1.00 1.00
Final Sat.:      1425 2850 1425 1425 2850 1425 1425 1351 74 1425 1425 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06 0.02 0.03 0.03 0.03 0.19 0.14 0.91 0.91 0.05 0.85 0.03
Crit Volume:      84      44      193      1211
Crit Moves:      ****          ****          ****          ****
*****

```

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```

*****
Intersection #131
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.809
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        97          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Prot+Permit
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 2      2 0 2 0 1      1 0 3 0 1      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      109 1064      444      614 968      164      105 476      100      140 379      355
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      109 1064      444      614 968      164      105 476      100      140 379      355
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      109 1064      444      614 968      164      105 476      100      140 379      355
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      109 1064      444      614 968      164      105 476      100      140 379      355
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.10      1.10 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      109 1064      488      675 968      164      105 476      100      140 379      355
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      2.00      2.00 2.00      1.00      1.00 3.00      1.00      1.00 2.00      1.00
Final Sat.:      1425 4275      2850      2850 2850      1425      1425 4275      1425      1425 2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08 0.25      0.17      0.24 0.34      0.12      0.07 0.11      0.07      0.10 0.13      0.25
Crit Volume:      355      338      105      355
Crit Moves:      ****      ****      ****      ****
*****

```

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```

*****
Intersection #132
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.701
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 2 0 0      0 0 3 0 0      2 0 0 1 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1459 0      0 1570 0      491 0 433      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 1459 0      0 1570 0      491 0 433      0 0 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 1459 0      0 1570 0      491 0 433      0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 1459 0      0 1570 0      491 0 433      0 0 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.10  1.00 1.00 1.00
FinalVolume:  0 1459 0      0 1570 0      540 0 476      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.00 2.00 0.00  0.00 3.00 0.00  2.00 0.00 2.00  0.00 0.00 0.00
Final Sat.:   0 2850 0      0 4275 0      2850 0 2850      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.51 0.00  0.00 0.37 0.00  0.19 0.00 0.17  0.00 0.00 0.00
Crit Volume:   729      0      270      0
Crit Moves:    ****      ****      ****
*****

```

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*****
Intersection #133
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.674
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      2 0 3 0 0      0 0 3 0 1      0 0 0 0 0      1 1 0 1 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      552 1280      0 0 962 324      0 0 0 0 606 1 545
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      552 1280      0 0 962 324      0 0 0 0 606 1 545
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      552 1280      0 0 962 324      0 0 0 0 606 1 545
Reduct Vol:      0 0 0      0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      552 1280      0 0 962 324      0 0 0 0 606 1 545
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume:      607 1280      0 0 962 324      0 0 0 0 667 1 600
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      2.00 3.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 2.00 0.01 1.99
Final Sat.:      2850 4275      0 0 4275 1425      0 0 0 2850 5 2845
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.21 0.30 0.00 0.00 0.23 0.23 0.00 0.00 0.00 0.23 0.21 0.21
Crit Volume:      304          324          0          333
Crit Moves:      ****          ****          ****
*****

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```

*****
Intersection #134
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.659
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:      0 0 0 0 0      0 0 0 0 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0 0      0 0 0 0 0      0 959 939      0 805 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0      0 0 0 0 0      0 959 939      0 805 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0      0 0 0 0 0      0 959 939      0 805 0
Reduct Vol: 0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Reduced Vol: 0 0 0 0 0      0 0 0 0 0      0 959 939      0 805 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0      0 0 0 0 0      0 959 939      0 805 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0 0      0 0 0 0 0      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.34 0.66 0.00 0.28 0.00
Crit Volume: 0 0 0 0 0      0 0 0 0 0      939 0
Crit Moves:      ****      ****
*****

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*****
Intersection #135 Canoga Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.839
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        90          Level Of Service:          D
*****
Street Name:          Canoga Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             49  631  351          225  565          12          13  578          69  254  611  220
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          49  631  351          225  565          12          13  578          69  254  611  220
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           49  631  351          225  565          12          13  578          69  254  611  220
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          49  631  351          225  565          12          13  578          69  254  611  220
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          49  631  351          225  565          12          13  578          69  254  611  220
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.29  0.71          1.00 1.96  0.04          1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 1928  1072          1500 2938          62          1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.33  0.33          0.15 0.19  0.19          0.01 0.19  0.05  0.17 0.20  0.15
Crit Volume:          491          225          289          254
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #136 De Soto Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.857
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        130          Level Of Service:          D
*****
Street Name:          De Soto Ave          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  1  0      1  0  2  1  0      2  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              84 1692  144  112 1462  315  272 1151  122  122 836  205
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           84 1692  144  112 1462  315  272 1151  122  122 836  205
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           84 1692  144  112 1462  315  272 1151  122  122 836  205
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          84 1692  144  112 1462  315  272 1151  122  122 836  205
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:          84 1692  144  112 1462  315  299 1151  122  122 836  205
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 2.76  0.24  1.00 2.47  0.53  2.00 2.71  0.29  1.00 2.41  0.59
Final Sat.:           1425 3940  335  1425 3517  758  2850 3865  410  1425 3433  842
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06 0.43  0.43  0.08 0.42  0.42  0.10 0.30  0.30  0.09 0.24  0.24
Crit Volume:           612      112      150      347
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #137 Topanga Canyon Blvd/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.803
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        95          Level Of Service:          D
*****
Street Name:          Topanga Canyon Blvd          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  3  0  1          1  0  2  1  0          0  0  0  0  1          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1851    506    318 1707    24          0    0    9    345    22    316
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           0 1851    506    318 1707    24          0    0    9    345    22    316
User Adj:              1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           0 1851    0    318 1707    24          0    0    9    345    22    316
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1851    0    318 1707    24          0    0    9    345    22    316
PCE Adj:              1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
Final Volume:         0 1851    0    318 1707    24          0    0    9    380    22    316
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                0.00 3.00    1.00    1.00 2.96    0.04    0.00 0.00    1.00    1.89 0.11    1.00
Final Sat.:           0 4275    1425    1425 4216    59          0    0    1425    2694 156    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.43    0.00    0.22 0.40    0.40    0.00 0.00    0.01    0.14 0.14    0.22
Crit Volume:          617          318          9    201
Crit Moves:           ****          ****          ****    ****
*****

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*****
Intersection #138 Canoga Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.948
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              35  954  399          169  645  51          38  676  51          238  559  97
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           35  954  399          169  645  51          38  676  51          238  559  97
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           35  954  399          169  645  51          38  676  51          238  559  97
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35  954  399          169  645  51          38  676  51          238  559  97
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          35  954  399          169  645  51          38  676  51          238  559  97
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.41  0.59          1.00 1.85  0.15          1.00 2.00  1.00          1.00 1.70  0.30
Final Sat.:          1500 2115  885          1500 2780  220          1500 3000  1500          1500 2556  444
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.45  0.45          0.11 0.23  0.23          0.03 0.23  0.03          0.16 0.22  0.22
Crit Volume:          677          169          338          238
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #139 De Soto Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.826
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        107          Level Of Service:          D
*****
Street Name:          De Soto Ave          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              72 1614    139    181 1440    130    189 866    67    149 690    186
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           72 1614    139    181 1440    130    189 866    67    149 690    186
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           72 1614    139    181 1440    130    189 866    67    149 690    186
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          72 1614    139    181 1440    130    189 866    67    149 690    186
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          72 1614    139    181 1440    130    189 866    67    149 690    186
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.76    0.24    1.00 2.75    0.25    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:          1425 3936    339    1425 3921    354    1425 2850    1425    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.41    0.41    0.13 0.37    0.37    0.13 0.30    0.05    0.10 0.24    0.13
Crit Volume:          72          523          433          149
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #140 Fallbrook Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.963
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Fallbrook Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    1    1          1    0    2    0    1          1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             201    108    487    170    257    49    35    734    139    568    731    60
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          201    108    487    170    257    49    35    734    139    568    731    60
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           201    108    487    170    257    49    35    734    139    568    731    60
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          201    108    487    170    257    49    35    734    139    568    731    60
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.10    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          201    108    536    170    257    49    35    734    139    568    731    60
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:               1.00    1.00    2.00    1.00    2.00    1.00    1.00    2.00    1.00    1.00    2.00    1.00
Final Sat.:          1425    1425    2850    1425    2850    1425    1425    2850    1425    1425    2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14    0.08    0.19    0.12    0.09    0.03    0.02    0.26    0.10    0.40    0.26    0.04
Crit Volume:          268    170          367    568
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #141 Shoup Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.887
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        164          Level Of Service:          D
*****
Street Name:          Shoup Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  0  1        1  0  0  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             171  171  417        15  134  28        21 1203  75  329 1142  18
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          171  171  417        15  134  28        21 1203  75  329 1142  18
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           171  171  417        15  134  28        21 1203  75  329 1142  18
Reduct Vol:           0    0    0            0    0    0            0    0    0            0    0    0
Reduced Vol:          171  171  417        15  134  28        21 1203  75  329 1142  18
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:          171  171  417        15  134  28        21 1203  75  329 1142  18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425        1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.00  1.00        1.00 0.83  0.17        1.00 2.00  1.00 1.00 2.00  1.00
Final Sat.:           1425 1425  1425        1425 1179  246        1425 2850  1425 1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.12  0.29        0.01 0.11  0.11        0.01 0.42  0.05 0.23 0.40  0.01
Crit Volume:          171                    162                    602                    329
Crit Moves:          ****                    ****                    ****                    ****
*****

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*****
Intersection #142 Canoga Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.858
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Canoga Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  2  0  1        1  0  2  1  0        1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             71 1198    236    143 1029    90    98 1137    178    185 841    118
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          71 1198    236    143 1029    90    98 1137    178    185 841    118
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           71 1198    236    143 1029    90    98 1137    178    185 841    118
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          71 1198    236    143 1029    90    98 1137    178    185 841    118
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          71 1198    236    143 1029    90    98 1137    178    185 841    118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.59    0.41    1.00 3.00    1.00
Final Sat.:          1425 2850    1425    1425 2850    1425    1425 3696    579    1425 4275    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.42    0.17    0.10 0.36    0.06    0.07 0.31    0.31    0.13 0.20    0.08
Crit Volume:          599          514          438    185
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #143 De Soto Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.823
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        129          Level Of Service:          D
*****
Street Name:          De Soto Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               2  0  3  0  1          2  0  2  1  0          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:            137 1529   132   184 1356   157   364 1240   18   72  960   115
Growth Adj:          1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:         137 1529   132   184 1356   157   364 1240   18   72  960   115
User Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:          137 1529   132   184 1356   157   364 1240   18   72  960   115
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         137 1529   132   184 1356   157   364 1240   18   72  960   115
PCE Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:            1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:         151 1529   132   202 1356   157   400 1240   18   79  960   115
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:          1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:              2.00 3.00   1.00   2.00 2.69   0.31   2.00 2.96   0.04   2.00 3.00   1.00
Final Sat.:         2750 4125   1375   2750 3697   428   2750 4066   59   2750 4125   1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.05 0.37   0.10   0.07 0.37   0.37   0.15 0.30   0.30   0.03 0.23   0.08
Crit Volume:          510          101          200          320
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #144 Mason Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.808
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        75          Level Of Service:          D
*****
Street Name:          Mason Ave          Roscoe Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  2  0  1      1  0  2  0  1      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:               121  936   94   156 1043   121  164 1302   120   96 1025   120
Growth Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:            121  936   94   156 1043   121  164 1302   120   96 1025   120
User Adj:                1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:             121  936   94   156 1043   121  164 1302   120   96 1025   120
Reduct Vol:              0      0      0      0      0      0      0      0      0      0
Reduced Vol:            121  936   94   156 1043   121  164 1302   120   96 1025   120
PCE Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:            121  936   94   156 1043   121  164 1302   120   96 1025   120
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500  1500  1500 1500  1500 1500 1500  1500 1500 1500  1500
Adjustment:             1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                   1.00 2.00  1.00  1.00 2.00  1.00 1.00 2.75  0.25 1.00 2.69  0.31
Final Sat.:             1500 3000  1500  1500 3000  1500 1500 4120   380 1500 4028   472
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.08 0.31  0.06  0.10 0.35  0.08  0.11 0.32  0.32  0.06 0.25  0.25
Crit Volume:            121          522          474          96
Crit Moves:             ****          ****          ****          ****
*****

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*****
Intersection #145 Winnetka Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.819
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        126          Level Of Service:          D
*****
Street Name:          Winnetka Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1        1  0  3  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             167 1008    155    184 1029    119    126 1227    113    159 1013    159
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          167 1008    155    184 1029    119    126 1227    113    159 1013    159
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           167 1008    155    184 1029    119    126 1227    113    159 1013    159
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          167 1008    155    184 1029    119    126 1227    113    159 1013    159
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          167 1008    155    184 1029    119    126 1227    113    159 1013    159
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00    1.00 3.00    1.00    1.00 2.75    0.25    1.00 2.59    0.41
Final Sat.:           1375 4125    1375    1375 4125    1375    1375 3777    348    1375 3565    560
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.24    0.11    0.13 0.25    0.09    0.09 0.32    0.32    0.12 0.28    0.28
Crit Volume:          336          184          447          159
Crit Moves:           ****          ****          ****          ****
*****

```

Future WP Mitigated No Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #146 Fallbrook Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.642
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             161  717  138          113  827          50          57  375  115  201  453  53
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          161  717  138          113  827          50          57  375  115  201  453  53
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           161  717  138          113  827          50          57  375  115  201  453  53
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          161  717  138          113  827          50          57  375  115  201  453  53
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          161  717  138          113  827          50          57  375  115  201  453  53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00  1.00 1.79  0.21
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500  1500 2686  314
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.24  0.09          0.08 0.28  0.03          0.04 0.13  0.08  0.13 0.17  0.17
Crit Volume:          161          414          188          201
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #147 Shoup Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.583
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Shoup Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted      Permitted      Permitted      Permitted
Rights:               Include      Include      Include      Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             183  740  225      49  494  39      32  515  75  168  510  52
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          183  740  225      49  494  39      32  515  75  168  510  52
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           183  740  225      49  494  39      32  515  75  168  510  52
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          183  740  225      49  494  39      32  515  75  168  510  52
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          183  740  225      49  494  39      32  515  75  168  510  52
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 1.85  0.15  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 3000  1500      1500 2780  220  1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.25  0.15  0.03 0.18  0.18  0.02 0.17  0.05  0.11 0.17  0.03
Crit Volume:          183          267          258          168
Crit Moves:          ****          ****          ****          ****
*****

```

Future WP Mitigated No Variel Improvement PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #148 Mason Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.979
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Mason Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             116 1016   153   169 805   183   171 1334   105   125 966   144
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          116 1016   153   169 805   183   171 1334   105   125 966   144
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           116 1016   153   169 805   183   171 1334   105   125 966   144
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          116 1016   153   169 805   183   171 1334   105   125 966   144
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          116 1016   153   169 805   183   171 1334   105   125 966   144
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           1500 3000   1500   1500 3000   1500   1500 3000   1500   1500 3000   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.34   0.10   0.11 0.27   0.12   0.11 0.44   0.07   0.08 0.32   0.10
Crit Volume:          508          169          667          125
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #149 Winnetka Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.880
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        120          Level Of Service:          D
*****
Street Name:          Winnetka Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  3  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             139 1093   125   148  963   172   141 1299   112   102  947   131
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          139 1093   125   148  963   172   141 1299   112   102  947   131
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           139 1093   125   148  963   172   141 1299   112   102  947   131
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          139 1093   125   148  963   172   141 1299   112   102  947   131
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          139 1093   125   148  963   172   141 1299   112   102  947   131
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 3.00   1.00   1.00 3.00   1.00   1.00 1.84   0.16   1.00 1.76   0.24
Final Sat.:           1500 4500   1500   1500 4500   1500   1500 2762   238   1500 2635   365
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.24   0.08   0.10 0.21   0.11   0.09 0.47   0.47   0.07 0.36   0.36
Crit Volume:          364          148          706          102
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #150 Fallbrook Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.798
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        92          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              187  956  229          81  971  160          176  771  320          192  605  108
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           187  956  229          81  971  160          176  771  320          192  605  108
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           187  956  229          81  971  160          176  771  320          192  605  108
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          187  956  229          81  971  160          176  771  320          192  605  108
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          187  956  229          81  971  160          176  771  320          192  605  108
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          1425 2850  1425          1425 2850  1425          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.34  0.16          0.06 0.34  0.11          0.12 0.27  0.22          0.13 0.21  0.08
Crit Volume:          478          81          386          192
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated No Variel Improvement PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #151 Winnetka Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.089
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              144 1249  133          324 900  159          184 1660  147          110 1150  263
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           144 1249  133          324 900  159          184 1660  147          110 1150  263
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           144 1249  133          324 900  159          184 1660  147          110 1150  263
Reduct Vol:            0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:          144 1249  133          324 900  159          184 1660  147          110 1150  263
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          144 1249  133          324 900  159          184 1660  147          110 1150  263
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.71  0.29          1.00 2.55  0.45          1.00 2.76  0.24          1.00 2.44  0.56
Final Sat.:            1375 3728  397          1375 3506  619          1375 3789  336          1375 3357  768
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.34  0.34          0.24 0.26  0.26          0.13 0.44  0.44          0.08 0.34  0.34
Crit Volume:           461          324          602          110
Crit Moves:            ****          ****          ****          ****
*****

```

Future WP Mitigated No Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #152 Woodlake Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.267
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    1    0          0    1    0    1    0          0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              85    164    70          20    104    52          18    236    38          66    289    32
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           85    164    70          20    104    52          18    236    38          66    289    32
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           85    164    70          20    104    52          18    236    38          66    289    32
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          85    164    70          20    104    52          18    236    38          66    289    32
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          2.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          85    164    70          20    104    52          36    236    38          66    289    32
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.53 1.03 0.44          0.23 1.18 0.59          0.13 1.62 0.25          0.34 1.49 0.17
Final Sat.:           799 1542 658          341 1773 886          197 2435 368          512 2240 248
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11 0.11          0.06 0.06 0.06          0.09 0.10 0.10          0.13 0.13 0.13
Crit Volume:          160    20          155    66
Crit Moves:           ****    ****          ****    ****
*****

```

Future WP Mitigated+Variel Improvement AM Peak Hour
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Scenario Report

Scenario: Future With Project-Mitigated+Variel Improvement AM

Command: Future WP Victory + Variel AM
Volume: Future WP - Variel Bridge - AM
Geometry: Future Base With Variel - Plus Mitigation
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Future WP Mitigated+Variel Improvement AM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #1 Vanowen/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.726
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  0  2          1  0  2  1  0          2  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              71  773  133          117 1573          81    91  801          86  106  700  140
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           71  773  133          117 1573          81    91  801          86  106  700  140
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           71  773  133          117 1573          81    91  801          86  106  700  140
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          71  773  133          117 1573          81    91  801          86  106  700  140
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.10 1.00  1.10          1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00
FinalVolume:          78  773  146          117 1573          81   100  801          86  106  700  140
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                2.00 2.00  2.00          1.00 2.85  0.15          2.00 1.81  0.19          1.00 2.00  1.00
Final Sat.:           2850 2850  2850          1425 4066  209          2850 2574  276          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.27  0.05          0.08 0.39  0.39          0.04 0.31  0.31          0.07 0.25  0.10
Crit Volume:          39          551          444          350
Crit Moves:          ****          ****          ****
*****

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```

*****
Intersection #2 Vanowen/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.738
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          C
*****
Street Name:          Canoga Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  3  0  1          1  0  2  0  1          1  0  3  0  1          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             67  866    79    120 1001    90    107  882    114    245  646    161
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          67  866    79    120 1001    90    107  882    114    245  646    161
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           67  866    79    120 1001    90    107  882    114    245  646    161
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          67  866    79    120 1001    90    107  882    114    245  646    161
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          67  866    79    120 1001    90    107  882    114    245  646    161
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 3.00    1.00    1.00 2.00    1.00    1.00 3.00    1.00    1.00 3.00    1.00
Final Sat.:          1500 4500    1500    1500 3000    1500    1500 4500    1500    1500 4500    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.19    0.05    0.08 0.33    0.06    0.07 0.20    0.08    0.16 0.14    0.11
Crit Volume:          67          501          294          245
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #3 Vanowen/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.772
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Street Name:          De Soto Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Prot+Permit          Prot+Permit
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0
Lanes:                   1  0  2  1  0          1  0  3  0  1          1  0  3  0  1          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                50  994  110          135 1448  192          80  966  73          245 1231  140
Growth Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:              50  994  110          135 1448  192          80  966  73          245 1231  140
User Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:              50  994  110          135 1448  192          80  966  73          245 1231  140
Reduct Vol:              0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              50  994  110          135 1448  192          80  966  73          245 1231  140
PCE Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:              50  994  110          135 1448  192          80  966  73          245 1231  140
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                   1.00 2.70  0.30          1.00 3.00  1.00          1.00 3.00  1.00          1.00 2.69  0.31
Final Sat.:              1425 3849  426          1425 4275  1425          1425 4275  1425          1425 3838  437
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.04 0.26  0.26          0.09 0.34  0.13          0.06 0.23  0.05          0.17 0.32  0.32
Crit Volume:              50          483          322          245
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #4 Victory/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.716
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  3  0  1          2  0  3  0  1          2  0  3  1  0          2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              131  861  222          181 1470  100          69  945  118          286  752  128
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           131  861  222          181 1470  100          69  945  118          286  752  128
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           131  861  222          181 1470  100          69  945  118          286  752  128
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          131  861  222          181 1470  100          69  945  118          286  752  128
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          144  861  222          199 1470  100          76  945  118          315  752  128
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                2.00 3.00  1.00          2.00 3.00  1.00          2.00 3.56  0.44          2.00 3.00  1.00
Final Sat.:          2750 4125  1375          2750 4125  1375          2750 4889   611          2750 4125  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.21  0.16          0.07 0.36  0.07          0.03 0.19  0.19          0.11 0.18  0.09
Crit Volume:          72          490          266          157
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #5 Victory/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.661
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          B
*****
Street Name:          Canoga Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          2  0  2  1  0          1  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             91 1018    100    166 1117    75    91 1170    212    399 1691    85
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          91 1018    100    166 1117    75    91 1170    212    399 1691    85
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           91 1018    100    166 1117    75    91 1170    212    399 1691    85
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          91 1018    100    166 1117    75    91 1170    212    399 1691    85
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:          91 1018    100    183 1117    75    91 1170    212    439 1691    85
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00    2.00 2.81    0.19    1.00 4.00    1.00    2.00 3.81    0.19
Final Sat.:           1425 4275    1425    2850 4006    269    1425 5700    1425    2850 5427    273
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.24    0.07    0.06 0.28    0.28    0.06 0.21    0.15    0.15 0.31    0.31
Crit Volume:          339          91          293          219
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #6 Victory/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.777
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        102          Level Of Service:          C
*****
Street Name:          De Soto Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Ovl              Include          Include          Ovl
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  3  0  1          2  0  4  0  1          2  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              129  879  166          94 1371  251          113 1365  127  570 1713  114
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           129  879  166          94 1371  251          113 1365  127  570 1713  114
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           129  879  166          94 1371  251          113 1365  127  570 1713  114
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          129  879  166          94 1371  251          113 1365  127  570 1713  114
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:          142  879  166          103 1371  251          124 1365  127  627 1713  114
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375  1375          1375 1375  1375  1375 1375  1375
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 2.00 3.00  1.00          2.00 4.00  1.00          2.00 4.00  1.00  2.00 3.75  0.25
Final Sat.:           2750 4125  1375          2750 5500  1375          2750 5500  1375  2750 5157  343
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.05 0.21  0.12          0.04 0.25  0.18          0.05 0.25  0.09  0.23 0.33  0.33
Crit Volume:           71              343              341              314
Crit Moves:           ****              ****              ****              ****
*****

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*****
Intersection #7 Erwin/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.677
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          B
*****
Street Name:          Topanga Cyn Blvd          Erwin St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  3  0  1      1  0  2  1  0      1  0  1  1  0      2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              150 1026   192   165 1503   71    95 399   197    79 188   35
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           150 1026   192   165 1503   71    95 399   197    79 188   35
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           150 1026   192   165 1503   71    95 399   197    79 188   35
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          150 1026   192   165 1503   71    95 399   197    79 188   35
PCE Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00
FinalVolume:          150 1026   192   165 1503   71    95 399   197    87 188   35
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 3.00   1.00   1.00 2.86   0.14   1.00 1.34   0.66   2.00 2.00   1.00
Final Sat.:           1500 4500   1500   1500 4297   203   1500 2008   992   3000 3000   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.10 0.23   0.13   0.11 0.35   0.35   0.06 0.20   0.20   0.03 0.06   0.02
Crit Volume:           150          525          298          43
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #8 Erwin/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.531
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               2  0  2  0  1          1  0  2  0  2          2  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             125  325  128          121  698  300          205  507  124          70  452  149
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          125  325  128          121  698  300          205  507  124          70  452  149
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           125  325  128          121  698  300          205  507  124          70  452  149
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          125  325  128          121  698  300          205  507  124          70  452  149
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00          1.00 1.00  1.10          1.10 1.00  1.00          1.00 1.00  1.00
FinalVolume:          138  325  128          121  698  330          226  507  124          70  452  149
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               2.00 2.00  1.00          1.00 2.00  2.00          2.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           2850 2850  1425          1425 2850  2850          2850 2850  1425          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.11  0.09          0.08 0.24  0.12          0.08 0.18  0.09          0.05 0.16  0.10
Crit Volume:          69          349          113          226
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #9 Erwin/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.594
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          A
*****
Street Name:          Canoga Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Prot+Permit          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  2  1  0          1  0  2  1  0          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             119 1061          69 120 1368          298 134 288 149          44 218 152
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          119 1061          69 120 1368          298 134 288 149          44 218 152
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           119 1061          69 120 1368          298 134 288 149          44 218 152
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          119 1061          69 120 1368          298 134 288 149          44 218 152
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.10 1.00          1.00 1.00 1.00          1.10 1.00 1.00          1.10 1.00 1.00
FinalVolume:          131 1061          69 120 1368          298 147 288 149          48 218 152
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                2.00 2.82          0.18 1.00 2.46          0.54 2.00 2.00          1.00 2.00 2.00
Final Sat.:           2850 4014          261 1425 3510          765 2850 2850          1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.26          0.26 0.08 0.39          0.39 0.05 0.10          0.10 0.02 0.08          0.11
Crit Volume:          65          555          74          152
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #10 Erwin/Variel
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.473
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Variel Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41  189   83          68  457   257   127  217   63   34  275   93
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:           41  189   83          68  457   257   127  217   63   34  275   93
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:           41  189   83          68  457   257   127  217   63   34  275   93
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41  189   83          68  457   257   127  217   63   34  275   93
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
FinalVolume:          41  189   83          68  457   257   127  217   63   34  275   93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500   1500 1500  1500   1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:               1.00 1.39  0.61          1.00 1.28  0.72   1.00 1.55  0.45   1.00 1.49  0.51
Final Sat.:          1500 2085  915          1500 1920  1080   1500 2325  675   1500 2242  758
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.09  0.09          0.05 0.24  0.24   0.08 0.09  0.09   0.02 0.12  0.12
Crit Volume:          41          357   127          184
Crit Moves:          ****          ****   ****          ****
*****

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```

*****
Intersection #11 Erwin/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.601
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          De Soto Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Ovl          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  4  0  1          1  0  1! 0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             162 1399          6    24 2184          226    50    3    226    20    11    23
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          162 1399          6    24 2184          226    50    3    226    20    11    23
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           162 1399          6    24 2184          226    50    3    226    20    11    23
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          162 1399          6    24 2184          226    50    3    226    20    11    23
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.10          1.00 1.00 1.00
FinalVolume:          162 1399          6    24 2184          226    55    3    249    20    11    23
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.99          0.01 1.00 4.00          1.00 1.00 0.02          1.98 1.00 1.00
Final Sat.:           1425 4257          18    1425 5700          1425 1425    34    2816          1425 1425 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.33          0.33 0.02 0.38          0.16 0.04 0.09          0.09 0.01 0.01
Crit Volume:          162          546          126          23
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #12 Oxnard/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.713
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        65          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  1  0          1  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             114 1255   332   115 1462   52    54  578   232   198  255   61
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          114 1255   332   115 1462   52    54  578   232   198  255   61
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           114 1255   332   115 1462   52    54  578   232   198  255   61
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          114 1255   332   115 1462   52    54  578   232   198  255   61
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00
FinalVolume:          114 1255   332   115 1462   52    54  578   232   218  255   61
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 3.00   1.00   1.00 2.90   0.10   1.00 2.00   1.00   2.00 2.00   1.00
Final Sat.:           1425 4275   1425   1425 4128   147   1425 2850   1425   2850 2850   1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.29   0.23   0.08 0.35   0.35   0.04 0.20   0.16   0.08 0.09   0.04
Crit Volume:          114          505          289          109
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #13 Oxnard/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.624
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          Canoga Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               2  0  3  0  1          1  0  3  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             143 1204    120          140 1212    118          95  497    122          158  486    78
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          143 1204    120          140 1212    118          95  497    122          158  486    78
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           143 1204    120          140 1212    118          95  497    122          158  486    78
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          143 1204    120          140 1212    118          95  497    122          158  486    78
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          157 1204    120          140 1212    118          95  497    122          158  486    78
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:               2.00 3.00    1.00          1.00 3.00    1.00          1.00 2.00    1.00          1.00 2.00    1.00
Final Sat.:           2850 4275    1425          1425 4275    1425          1425 2850    1425          1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.28    0.08    0.10 0.28    0.08    0.07 0.17    0.09    0.11 0.17    0.05
Crit Volume:          79          404          249          158
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #14 Oxnard/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.747
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          C
*****
Street Name:          De Soto Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          1  0  4  0  1          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              119 1450    31          45 2294    243          57 149    87    279 442    60
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           119 1450    31          45 2294    243          57 149    87    279 442    60
User Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           119 1450    31          45 2294    243          57 149    87    279 442    60
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          119 1450    31          45 2294    243          57 149    87    279 442    60
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          119 1450    31          45 2294    243          57 149    87    279 442    60
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 3.00    1.00          1.00 4.00    1.00          1.00 1.00    1.00    1.00 1.76    0.24
Final Sat.:          1500 4500    1500          1500 6000    1500          1500 1500    1500    1500 2641    359
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.32    0.02    0.03 0.38    0.16    0.04 0.10    0.06    0.19 0.17    0.17
Crit Volume:          119          574          149          279
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #15 Califa/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.522
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          Topanga Cyn Blvd          Califa St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  3  0  1          1  0  3  0  0          0  0  0  0  0          0  0  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1740    200    117 1805          0    0    0    0          0    0    85
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           0 1740    200    117 1805          0    0    0    0          0    0    85
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            0 1740    200    117 1805          0    0    0    0          0    0    85
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 1740    200    117 1805          0    0    0    0          0    0    85
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.10
FinalVolume:           0 1740    200    117 1805          0    0    0    0          0    0    94
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 0.00 3.00    1.00    1.00 3.00    0.00    0.00 0.00    0.00    0.00 0.00    2.00
Final Sat.:            0 4275    1425    1425 4275          0    0    0    0          0    0    2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.41    0.14    0.08 0.42    0.00    0.00 0.00    0.00    0.00 0.00    0.03
Crit Volume:           580          117          0          47
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #16 Califa/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.400
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             25  382  152          114  333          28          35  255          48          67  99  135
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          25  382  152          114  333          28          35  255          48          67  99  135
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           25  382  152          114  333          28          35  255          48          67  99  135
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          25  382  152          114  333          28          35  255          48          67  99  135
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          25  382  152          114  333          28          35  255          48          67  99  135
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.43  0.57          1.00 1.84  0.16          1.00 1.68  0.32          1.00 1.00  1.00
Final Sat.:           1500 2146  854          1500 2767  233          1500 2525  475          1500 1500  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.18  0.18          0.08 0.12  0.12          0.02 0.10  0.10          0.04 0.07  0.09
Crit Volume:          267          114          152          67
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #17 Califa/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.636
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Canoga Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             259 1485   135   114 1300   135   73 186   107   30 183   53
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          259 1485   135   114 1300   135   73 186   107   30 183   53
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           259 1485   135   114 1300   135   73 186   107   30 183   53
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          259 1485   135   114 1300   135   73 186   107   30 183   53
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          259 1485   135   114 1300   135   73 186   107   30 183   53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:               1.00 2.75   0.25   1.00 2.72   0.28   1.00 1.00   1.00   1.00 1.55   0.45
Final Sat.:           1500 4125   375   1500 4077   423   1500 1500   1500   1500 2326   674
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.17 0.36   0.36   0.08 0.32   0.32   0.05 0.12   0.07   0.02 0.08   0.08
Crit Volume:          259          478          186          30
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #18 Califa/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.769
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Street Name:          De Soto Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    3    0    1          0    0    0    0    2          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             279 1609          0          0 2261 264          0    0    116          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          279 1609          0          0 2261 264          0    0    116          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           279 1609          0          0 2261 264          0    0    116          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          279 1609          0          0 2261 264          0    0    116          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
FinalVolume:          279 1609          0          0 2261 264          0    0    128          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               1.00 3.00 0.00 0.00 3.00 1.00 0.00 0.00 2.00 0.00 0.00 0.00
Final Sat.:          1425 4275          0          0 4275 1425          0    0    2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.20 0.38 0.00 0.00 0.53 0.19 0.00 0.00 0.04 0.00 0.00 0.00
Crit Volume:          279          754          64          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #19 Burbank/US-101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.618
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          US-101 WB On-Ramp          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    1    1    0          2    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          0    0    0          0    640    133    898    277    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          0    0    0          0    640    133    898    277    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          0    640    133    898    277    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          0    640    133    898    277    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
FinalVolume:           0    0    0          0    0    0          0    640    133    988    277    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.00 1.00 0.00          1.00 1.66 0.34          2.00 2.00 0.00
Final Sat.:            0    0    0          0 1425    0          1425 2360    490          2850 2850    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.00 0.27 0.27          0.35 0.10 0.00
Crit Volume:           0          0          387          494
Crit Moves:
*****

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*****
Intersection #20 Burbank/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.827
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        107          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  1  0          1  0  3  0  1          1  0  1  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             248 1549    668          87 1209    545          66 385    259    184 439    42
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          248 1549    668          87 1209    545          66 385    259    184 439    42
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           248 1549    668          87 1209    545          66 385    259    184 439    42
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          248 1549    668          87 1209    545          66 385    259    184 439    42
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:          273 1549    668          87 1209    545          66 385    259    202 439    42
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                2.00 3.00    1.00          1.00 3.00    1.00          1.00 1.20    0.80    2.00 2.74    0.26
Final Sat.:           2850 4275    1425          1425 4275    1425          1425 1704    1146    2850 3902    373
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.36    0.47          0.06 0.28    0.38          0.05 0.23    0.23    0.07 0.11    0.11
Crit Volume:          668          87          322    101
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #21 Burbank/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.637
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             87    59    38          176  118    274          293  739    84          69  459  144
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          87    59    38          176  118    274          293  739    84          69  459  144
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           87    59    38          176  118    274          293  739    84          69  459  144
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          87    59    38          176  118    274          293  739    84          69  459  144
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          87    59    38          176  118    274          293  739    84          69  459  144
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.61  0.39          1.00 1.00  1.00          1.00 2.00  1.00          1.00 1.52  0.48
Final Sat.:           1500 912  588          1500 1500  1500          1500 3000  1500          1500 2284  716
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06          0.12 0.08  0.18          0.20 0.25  0.06          0.05 0.20  0.20
Crit Volume:          87          274    293          302
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #22 Burbank/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.704
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Canoga Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  3  0  2          1  0  2  1  0          1  0  2  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              200 1813    103    187 1158    168    240 522    129    37 319    79
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           200 1813    103    187 1158    168    240 522    129    37 319    79
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           200 1813    103    187 1158    168    240 522    129    37 319    79
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          200 1813    103    187 1158    168    240 522    129    37 319    79
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.10    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          220 1813    113    187 1158    168    240 522    129    37 319    79
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                2.00 3.00    2.00    1.00 2.62    0.38    1.00 2.41    0.59    1.00 2.00    1.00
Final Sat.:           2850 4275    2850    1425 3733    542    1425 3428    847    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.42    0.04    0.13 0.31    0.31    0.17 0.15    0.15    0.03 0.11    0.06
Crit Volume:          604          442          240          160
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #23 Burbank(N)/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.768
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        80          Level Of Service:          C
*****
Street Name:          De Soto Ave          Burbank Blvd (N)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    2    1    0          2    0    0    0    2          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             223 1590          0          0 1515 767 191 0 112          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          223 1590          0          0 1515 767 191 0 112          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           223 1590          0          0 1515 767 191 0 112          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          223 1590          0          0 1515 767 191 0 112          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
FinalVolume:          223 1590          0          0 1515 767 210 0 123          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:               1.00 3.00 0.00 0.00 2.00 1.00 2.00 0.00 2.00 0.00 0.00 0.00
Final Sat.:          1425 4275          0          0 2850 1425 2850 0 2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.37 0.00 0.00 0.53 0.54 0.07 0.00 0.04 0.00 0.00 0.00
Crit Volume:          223          767 105          0
Crit Moves:          ****          ****  ****
*****

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*****
Intersection #24 US-101 WB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.651
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Canoga Ave          US-101 WB Off-Ramp
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    0          0    0    4    0    0          0    0    0    0    0          1    0    0    0    2
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1022          0    0 1107          0    0    0    0    486    0 1067
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1022          0    0 1107          0    0    0    0    486    0 1067
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1022          0    0 1107          0    0    0    0    486    0 1067
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1022          0    0 1107          0    0    0    0    486    0 1067
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume:          0 1022          0    0 1107          0    0    0    0    486    0 1174
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.:           0 4275          0    0 5700          0    0    0    0    1425    0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.24 0.00 0.00 0.19 0.00 0.00 0.00 0.00 0.34 0.00 0.41
Crit Volume:          341          0          0          587
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #25 US-101 WB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.612
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        108          Level Of Service:          B
*****
Street Name:          De Soto Ave          US-101 WB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  0          0  0  4  0  2          0  0  0  0  0          1  0  1! 0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              189 1572          0          0 1230  549          0    0    0          160  4  628
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           189 1572          0          0 1230  549          0    0    0          160  4  628
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           189 1572          0          0 1230  549          0    0    0          160  4  628
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          189 1572          0          0 1230  549          0    0    0          160  4  628
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:          189 1572          0          0 1230  604          0    0    0          176  4  691
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425 1425 1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 1.00 3.00  0.00  0.00 4.00  2.00  0.00 0.00  0.00  1.00 0.01  1.99
Final Sat.:           1425 4275          0          0 5700  2850          0    0    0          1425  16  2834
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.13 0.37  0.00  0.00 0.22  0.21  0.00 0.00  0.00  0.12 0.24  0.24
Crit Volume:           524          308          0          347
Crit Moves:           ****          ****          ****
*****

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```

*****
Intersection #26 US-101 EB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.390
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 EB On-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  3  0  1          2  0  2  0  0          0  0  0  0  0          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1027    229    389 780    0    0    0    0    0    0    0    0
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           0 1027    229    389 780    0    0    0    0    0    0    0    0
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:            0 1027    229    389 780    0    0    0    0    0    0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 1027    229    389 780    0    0    0    0    0    0    0    0
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:           0 1027    229    428 780    0    0    0    0    0    0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                 0.00 3.00  1.00  2.00 2.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:            0 4275  1425  2850 2850    0    0    0    0    0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.24  0.16  0.15 0.27  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Volume:           342          214          0          0
Crit Moves:            ****          ****
*****

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```

*****
Intersection #27 US-101 EB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.841
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        117          Level Of Service:          D
*****
Street Name:          De Soto Ave          US-101 EB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    4    0    1          2    0    2    0    0          1    1    0    0    1          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    859    129          990    410          0    769    4    439          0    0    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    859    129          990    410          0    769    4    439          0    0    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    859    129          990    410          0    769    4    439          0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    859    129          990    410          0    769    4    439          0    0    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.10 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    859    129          1089    410          0    846    4    439          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 4.00 1.00          2.00 2.00 0.00          1.99 0.01 1.00          0.00 0.00 0.00
Final Sat.:            0    5700 1425          2850 2850          0    2837    13    1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.15 0.09          0.38 0.14 0.00          0.30 0.30 0.31          0.00 0.00 0.00
Crit Volume:           215          545          439          0
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #28 Topanga Canyon Blvd/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.819
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        103          Level Of Service:          D
*****
Street Name:          Topanga Canyon Blvd          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          2  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              13 1306    273    202 1792    96    94 133    8    213 111    88
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           13 1306    273    202 1792    96    94 133    8    213 111    88
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            13 1306    273    202 1792    96    94 133    8    213 111    88
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           13 1306    273    202 1792    96    94 133    8    213 111    88
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:           13 1306    273    202 1792    96    94 133    8    234 111    88
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.00    1.00    1.00 2.00    1.00    1.00 0.94    0.06    2.00 1.00    1.00
Final Sat.:            1425 2850    1425    1425 2850    1425    1425 1344    81    2850 1425    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.46    0.19    0.14 0.63    0.07    0.07 0.10    0.10    0.08 0.08    0.06
Crit Volume:           13          896          141    117
Crit Moves:           ****          ****          ****    ****
*****

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*****
Intersection #29 Topanga Canyon Blvd/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.128
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  0  1          1  0  2  0  2          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              148  917  157          131 1240          872  607  945          75  300 1031          65
Growth Adj:            1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           148  917  157          131 1240          872  607  945          75  300 1031          65
User Adj:              1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            148  917  157          131 1240          872  607  945          75  300 1031          65
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           148  917  157          131 1240          872  607  945          75  300 1031          65
PCE Adj:               1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.10 1.00  1.00          1.00 1.00          1.10 1.10 1.00          1.00 1.10 1.00
FinalVolume:           163  917  157          131 1240          959  668  945          75  330 1031          65
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375          1375 1375 1375          1375 1375 1375
Adjustment:            1.00 1.00  1.00          1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 2.00 2.00  1.00          1.00 2.00          2.00 2.00 2.00          1.00 2.00 2.00
Final Sat.:            2750 2750  1375          1375 2750          2750 2750 2750          1375 2750 1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.06 0.33  0.11          0.10 0.45          0.35 0.24 0.34          0.05 0.12 0.37          0.05
Crit Volume:           81          620          334          516
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #30 Topanga Canyon Blvd/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.032
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              107  941  128          130 1667  148          63  859  75          63  665  108
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           107  941  128          130 1667  148          63  859  75          63  665  108
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           107  941  128          130 1667  148          63  859  75          63  665  108
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          107  941  128          130 1667  148          63  859  75          63  665  108
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          107  941  128          130 1667  148          63  859  75          63  665  108
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.84  0.16          1.00 1.72  0.28
Final Sat.:          1425 2850  1425          1425 2850  1425          1425 2621  229          1425 2452  398
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.33  0.09          0.09 0.58  0.10          0.04 0.33  0.33          0.04 0.27  0.27
Crit Volume:          107          834          467          63
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #31 Shoup Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.881
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        121          Level Of Service:          D
*****
Street Name:          Shoup Ave          Sherman Way
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             170  732    87      89 1082   121    144  893   259    164  831   54
Growth Adj:           1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00
Initial Bse:          170  732    87      89 1082   121    144  893   259    164  831   54
User Adj:             1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00
PHF Volume:           170  732    87      89 1082   121    144  893   259    164  831   54
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          170  732    87      89 1082   121    144  893   259    164  831   54
PCE Adj:              1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00
FinalVolume:          170  732    87      89 1082   121    144  893   259    164  831   54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500    1500 1500   1500    1500 1500   1500    1500 1500   1500
Adjustment:           1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00    1.00 1.00   1.00
Lanes:                1.00 2.00   1.00    1.00 2.00   1.00    1.00 2.00   1.00    1.00 2.00   1.00
Final Sat.:           1500 3000   1500    1500 3000   1500    1500 3000   1500    1500 3000   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.24   0.06    0.06 0.36   0.08   0.10 0.30   0.17   0.11 0.28   0.04
Crit Volume:          170          541          447          164
Crit Moves:          ****              ****              ****
*****

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*****
Intersection #32 Topanga Canyon Blvd/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.316
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             137  888  171          99 1850  155          200  816  140          340 1164  112
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          137  888  171          99 1850  155          200  816  140          340 1164  112
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           137  888  171          99 1850  155          200  816  140          340 1164  112
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          137  888  171          99 1850  155          200  816  140          340 1164  112
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          137  888  171          99 1850  155          220  816  140          374 1164  112
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          2.00 2.00  1.00          2.00 1.82  0.18
Final Sat.:           1375 2750  1375          1375 2750  1375          2750 2750  1375          2750 2509  241
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.32  0.12          0.07 0.67  0.11          0.08 0.30  0.10          0.14 0.46  0.46
Crit Volume:          137          925          110          638
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #33 Owensmouth Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.716
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  0  1          1  0  1  1  0          1  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              55  173    88          52  697    51          30  866    73          320 1191    38
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:           55  173    88          52  697    51          30  866    73          320 1191    38
User Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           55  173    88          52  697    51          30  866    73          320 1191    38
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          55  173    88          52  697    51          30  866    73          320 1191    38
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.10 1.00    1.00
FinalVolume:          55  173    88          52  697    51          30  866    73          352 1191    38
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:               1.00 1.00    1.00          1.00 1.86    0.14          1.00 2.00    1.00          2.00 1.94    0.06
Final Sat.:          1500 1500    1500          1500 2795    205          1500 3000    1500          3000 2907    93
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.12    0.06          0.03 0.25    0.25          0.02 0.29    0.05          0.12 0.41    0.41
Crit Volume:          55          374          30          615
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement AM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #34 Canoga Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.840
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        116          Level Of Service:          D
*****
Street Name:          Canoga Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             76  765  117          81 1159  117          93  922  75  147 1460  136
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          76  765  117          81 1159  117          93  922  75  147 1460  136
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           76  765  117          81 1159  117          93  922  75  147 1460  136
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          76  765  117          81 1159  117          93  922  75  147 1460  136
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.10 1.00  1.00
FinalVolume:          76  765  117          81 1159  117          93  922  75  162 1460  136
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00 2.00 2.74  0.26
Final Sat.:           1425 2850  1425          1425 2850  1425          1425 2850  1425 2850 3911  364
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.27  0.08          0.06 0.41  0.08          0.07 0.32  0.05 0.06 0.37  0.37
Crit Volume:          76          580          461          81
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #35 De Soto Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.843
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       119          Level Of Service:          D
*****
Street Name:          De Soto Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  3  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             107  874  135          115 1540  166          99 1146  92  227 1447  104
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          107  874  135          115 1540  166          99 1146  92  227 1447  104
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           107  874  135          115 1540  166          99 1146  92  227 1447  104
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          107  874  135          115 1540  166          99 1146  92  227 1447  104
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:          107  874  135          115 1540  166          99 1146  92  227 1447  104
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 3.00  1.00          1.00 3.00  1.00          1.00 2.78  0.22 1.00 3.00  1.00
Final Sat.:           1425 4275  1425          1425 4275  1425          1425 3957  318 1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.20  0.09          0.08 0.36  0.12          0.07 0.29  0.29 0.16 0.34  0.07
Crit Volume:          107          513          99          482
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #36 Fallbrook Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.792
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             52 1282    74          94 1646    171    153 752    135    155 604    63
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           52 1282    74          94 1646    171    153 752    135    155 604    63
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           52 1282    74          94 1646    171    153 752    135    155 604    63
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          52 1282    74          94 1646    171    153 752    135    155 604    63
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          52 1282    74          94 1646    171    153 752    135    155 604    63
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.84    0.16    1.00 2.72    0.28    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:          1500 4254    246    1500 4076    424    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.30    0.30    0.06 0.40    0.40    0.10 0.25    0.09    0.10 0.20    0.04
Crit Volume:          52          606          376          155
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #37 Shoup Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.771
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63          Level Of Service:          C
*****
Street Name:          Shoup Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted      Permitted      Permitted      Permitted
Rights:               Include      Include      Include      Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  2  0  1    1  0  2  0  1    1  0  2  0  1    1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             71  769    80    111 1186    145    151  711    124    137  652    75
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          71  769    80    111 1186    145    151  711    124    137  652    75
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           71  769    80    111 1186    145    151  711    124    137  652    75
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          71  769    80    111 1186    145    151  711    124    137  652    75
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          71  769    80    111 1186    145    151  711    124    137  652    75
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           1500 3000    1500    1500 3000    1500    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.26    0.05    0.07 0.40    0.10    0.10 0.24    0.08    0.09 0.22    0.05
Crit Volume:          71          593          356          137
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #38 Owensmouth Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.665
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  3  0  1          2  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             20  180    76    128 1003    174    84  887    105    237  896    131
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          20  180    76    128 1003    174    84  887    105    237  896    131
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           20  180    76    128 1003    174    84  887    105    237  896    131
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          20  180    76    128 1003    174    84  887    105    237  896    131
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:          20  180    76    128 1003    174    84  887    105    261  896    131
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 3.00    1.00    2.00 2.62    0.38
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 4275    1425    2850 3730    545
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.06    0.05    0.09 0.35    0.12    0.06 0.21    0.07    0.09 0.24    0.24
Crit Volume:          20          502          296          130
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #39 Variel Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.478
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Variel Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                79      26      148          41      206          29      13      986          61      172      1451          25
Growth Adj:              1.00  1.00  1.00          1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00
Initial Bse:              79      26      148          41      206          29      13      986          61      172      1451          25
User Adj:                1.00  1.00  1.00          1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00
PHF Adj:                 1.00  1.00  1.00          1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00
PHF Volume:              79      26      148          41      206          29      13      986          61      172      1451          25
Reduct Vol:               0      0      0          0      0          0      0      0          0      0      0          0
Reduced Vol:             79      26      148          41      206          29      13      986          61      172      1451          25
PCE Adj:                 1.00  1.00  1.00          1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00
MLF Adj:                 1.00  1.00  1.00          1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00
FinalVolume:             79      26      148          41      206          29      13      986          61      172      1451          25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500  1500  1500          1500  1500          1500  1500  1500          1500  1500  1500          1500
Adjustment:              1.00  1.00  1.00          1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00
Lanes:                   1.00  1.00  1.00          1.00  1.75          0.25  1.00  2.83          0.17  1.00  2.95          0.05
Final Sat.:              1500  1500  1500          1500  2630          370  1500  4238          262  1500  4424          76
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05  0.02  0.10          0.03  0.08          0.08  0.01  0.23          0.23  0.11  0.33          0.33
Crit Volume:              79          118          349          172
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #40 Topanga Canyon Blvd/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.481
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  1  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              9  965    45          23 1731    31          42    8    7          32  12    13
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           9  965    45          23 1731    31          42    8    7          32  12    13
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            9  965    45          23 1731    31          42    8    7          32  12    13
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           9  965    45          23 1731    31          42    8    7          32  12    13
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           9  965    45          23 1731    31          42    8    7          32  12    13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.87  0.13          1.00 2.95  0.05          0.74 0.14  0.12          1.00 1.00  1.00
Final Sat.:            1425 4085  190          1425 4200    75          1050 200    175          1425 1425  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.24  0.24          0.02 0.41  0.41          0.04 0.04  0.04          0.02 0.01  0.01
Crit Volume:           9          587          57          32
Crit Moves:           ****          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #41 Woodlake Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.788
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Woodlake Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  1  0          1  0  1  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41  129  104          299  243  107          99 1274  41          89  635  96
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          41  129  104          299  243  107          99 1274  41          89  635  96
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           41  129  104          299  243  107          99 1274  41          89  635  96
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41  129  104          299  243  107          99 1274  41          89  635  96
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          41  129  104          299  243  107          99 1274  41          89  635  96
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.30 0.94  0.76          1.00 1.00  1.00          1.00 1.94  0.06          1.00 1.74  0.26
Final Sat.:           449 1412  1139          1500 1500  1500          1500 2906  94          1500 2606  394
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.09  0.09          0.20 0.16  0.07          0.07 0.44  0.44          0.06 0.24  0.24
Crit Volume:          137  299          658  89
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #42 Fallbrook Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.846
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        121          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          2  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              155  971    64    164 1545    113    175 1005    161    109  648    185
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           155  971    64    164 1545    113    175 1005    161    109  648    185
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           155  971    64    164 1545    113    175 1005    161    109  648    185
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          155  971    64    164 1545    113    175 1005    161    109  648    185
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          155  971    64    180 1545    113    175 1005    161    109  648    185
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    2.00 2.80    0.20    1.00 2.59    0.41    1.00 3.00    1.00
Final Sat.:          1425 2850    1425    2850 3984    291    1425 3685    590    1425 4275    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.34    0.04    0.06 0.39    0.39    0.12 0.27    0.27    0.08 0.15    0.13
Crit Volume:          155          553          389          109
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #43 Shoup Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.899
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        142          Level Of Service:          D
*****
Street Name:          Shoup Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  1  1  0      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                109  711   53   136 1360   74   102  962   281   108  749   83
Growth Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:             109  711   53   136 1360   74   102  962   281   108  749   83
User Adj:                 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:                  1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:              109  711   53   136 1360   74   102  962   281   108  749   83
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:             109  711   53   136 1360   74   102  962   281   108  749   83
PCE Adj:                  1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:                  1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:             109  711   53   136 1360   74   102  962   281   108  749   83
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                   1.00 1.86   0.14   1.00 1.90   0.10   1.00 2.32   0.68   1.00 2.70   0.30
Final Sat.:              1500 2792   208   1500 2845   155   1500 3483   1017   1500 4051   449
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.07 0.25   0.25   0.09 0.48   0.48   0.07 0.28   0.28   0.07 0.18   0.18
Crit Volume:             109          717          414   108
Crit Moves:              ****          ****          ****   ****
*****

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*****
Intersection #44 Westfield Way (Pvt)/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.328
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Westfield Way (Pvt)          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    0    1          0    1    0    0    1          1    0    3    1    0          1    0    3    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              15    6    12          6    9    30          23 1232          48    19 1585          14
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           15    6    12          6    9    30          23 1232          48    19 1585          14
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            15    6    12          6    9    30          23 1232          48    19 1585          14
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           15    6    12          6    9    30          23 1232          48    19 1585          14
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           15    6    12          6    9    30          23 1232          48    19 1585          14
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.71 0.29 1.00          0.40 0.60 1.00          1.00 3.85 0.15          1.00 3.96 0.04
Final Sat.:            1018 407 1425          570 855 1425          1425 5486 214          1425 5650 50
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.01 0.01          0.01 0.01 0.02          0.02 0.22 0.22          0.01 0.28 0.28
Crit Volume:           15          30          23          400
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #45 Owensmouth Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.674
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        70          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          2  0  3  0  1          2  0  3  1  0          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              87  299  127          191 1149  210          64 1173  120          243 1301  90
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           87  299  127          191 1149  210          64 1173  120          243 1301  90
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           87  299  127          191 1149  210          64 1173  120          243 1301  90
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          87  299  127          191 1149  210          64 1173  120          243 1301  90
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          87  299  127          210 1149  210          70 1173  120          267 1301  90
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 3.00  1.00          2.00 3.00  1.00          2.00 3.63  0.37          2.00 3.74  0.26
Final Sat.:          1375 4125  1375          2750 4125  1375          2750 4990  510          2750 5144  356
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.07  0.09          0.08 0.28  0.15          0.03 0.24  0.24          0.10 0.25  0.25
Crit Volume:          87          383          323          134
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #46 Variel Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.823
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        105          Level Of Service:          D
*****
Street Name:          Variel Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              101  137  166          134  665  177          42  1479  260          553  2058  44
Growth Adj:            1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:           101  137  166          134  665  177          42  1479  260          553  2058  44
User Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:            101  137  166          134  665  177          42  1479  260          553  2058  44
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           101  137  166          134  665  177          42  1479  260          553  2058  44
PCE Adj:               1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:               1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.10  1.00  1.00
FinalVolume:           101  137  166          134  665  177          42  1479  260          608  2058  44
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425  1425  1425          1425  1425  1425          1425  1425  1425          1425  1425  1425
Adjustment:            1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                 1.00  2.00  1.00          1.00  2.00  1.00          1.00  4.00  1.00          2.00  3.92  0.08
Final Sat.:            1425  2850  1425          1425  2850  1425          1425  5700  1425          2850  5581  119
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07  0.05  0.12          0.09  0.23  0.12          0.03  0.26  0.18          0.21  0.37  0.37
Crit Volume:           166          333          370          304
Crit Moves:                ****          ****          ****          ****
*****

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*****
Intersection #47 Mason Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.803
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        136          Level Of Service:          D
*****
Street Name:          Mason Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Protected        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  0  1  1      2  0  1  1  1      2  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              90    85    28      345  358    981      283 1889    304      99 1893    153
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           90    85    28      345  358    981      283 1889    304      99 1893    153
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           90    85    28      345  358    981      283 1889    304      99 1893    153
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          90    85    28      345  358    981      283 1889    304      99 1893    153
PCE Adj:              2.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.10      1.10 1.00  1.10      1.10 1.00  1.00      1.00 1.00  1.00
FinalVolume:          180    85    31      380  358   1079      311 1889    304      99 1893    153
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:               1.00 1.00  1.00      2.00 1.00  2.00      2.00 3.00  1.00      1.00 3.00  1.00
Final Sat.:          1425 1425  1425      2850 1425  2850      2850 4275  1425      1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.02      0.13 0.25  0.38      0.11 0.44  0.21      0.07 0.44  0.11
Crit Volume:          85          358          156          631
Crit Moves:
*****

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*****
Intersection #48 Owensmouth Ave/Canyon Creek Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.598
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Canyon Creek Rd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  0  0          0  0  2  0  1          1  0  0  0  2          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              69  270          0    0  1481          7    0    0    133          0    0    0
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           69  270          0    0  1481          7    0    0    133          0    0    0
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           69  270          0    0  1481          7    0    0    133          0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          69  270          0    0  1481          7    0    0    133          0    0    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
FinalVolume:          76  270          0    0  1481          7    0    0    146          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               2.00 2.00  0.00  0.00 2.00  1.00 1.00 0.00  2.00  0.00 0.00  0.00
Final Sat.:          2850 2850          0    0  2850  1425 1425  0  2850          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.09  0.00  0.00 0.52  0.00 0.00 0.00  0.05  0.00 0.00  0.00
Crit Volume:          38          741          73          0
Crit Moves:          ****          ****          ****
*****

```

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```

*****
Intersection #49 Shoup Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.545
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Street Name:          Shoup Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Protected        Permitted        Split Phase      Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      0  0  1! 0  0      1  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             2  798  113      306 1257      8    14    4    17    103    3    107
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          2  798  113      306 1257      8    14    4    17    103    3    107
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           2  798  113      306 1257      8    14    4    17    103    3    107
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          2  798  113      306 1257      8    14    4    17    103    3    107
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.10 1.00  1.00
FinalVolume:          2  798  113      306 1257      8    14    4    17    113    3    107
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 2.00  1.00    1.00 1.99  0.01    0.40 0.11  0.49    1.95 0.05  1.00
Final Sat.:           1425 2850  1425    1425 2832    18    570 163    692    2776  74  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.28  0.08    0.21 0.44  0.44    0.02 0.02  0.02    0.04 0.04  0.08
Crit Volume:          2          633          35          107
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #50 Shoup Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.292
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Protected        Permitted        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             92  765    69    148  967    176    61  723    71    129 1178    182
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          92  765    69    148  967    176    61  723    71    129 1178    182
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           92  765    69    148  967    176    61  723    71    129 1178    182
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          92  765    69    148  967    176    61  723    71    129 1178    182
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          92  765    69    148  967    176    61  723    71    129 1178    182
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 1.69    0.31    1.00 2.00    1.00    1.00 1.00    1.00
Final Sat.:           1425 2850    1425    1425 2411    439    1425 2850    1425    1425 1425    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.27    0.05    0.10 0.40    0.40    0.04 0.25    0.05    0.09 0.83    0.13
Crit Volume:          92          572          362          1178
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #51 Owensmouth Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.617
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  1  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                78  341    51    97  712    123    157  565    269    148  446    68
Growth Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:              78  341    51    97  712    123    157  565    269    148  446    68
User Adj:                 1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:               78  341    51    97  712    123    157  565    269    148  446    68
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              78  341    51    97  712    123    157  565    269    148  446    68
PCE Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:                  1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:              78  341    51    97  712    123    157  565    269    148  446    68
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                   1.00 1.74    0.26    1.00 1.71    0.29    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:              1500 2610    390    1500 2558    442    1500 3000    1500    1500 3000    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.13    0.13    0.06 0.28    0.28    0.10 0.19    0.18    0.10 0.15    0.05
Crit Volume:              78          418          283          148
Crit Moves:              ****          ****          ****          ****
*****

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```

*****
Intersection #52
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.540
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      1      0      1      0      1      1      0      1      0      1      0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      50      710      64      192      636      82      98      329      52      31      172      56
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      50      710      64      192      636      82      98      329      52      31      172      56
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      50      710      64      192      636      82      98      329      52      31      172      56
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      50      710      64      192      636      82      98      329      52      31      172      56
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      50      710      64      192      636      82      98      329      52      31      172      56
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      1.83      0.17      1.00      1.77      0.23      1.00      1.00      1.00      1.00      0.75      0.25
Final Sat.:      1425      2614      236      1425      2525      325      1425      1425      1425      1425      1075      350
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.04      0.27      0.27      0.13      0.25      0.25      0.07      0.23      0.04      0.02      0.16      0.16
Crit Volume:      50          359          329          31
Crit Moves:      ****          ****          ****          ****
*****

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*****
Intersection #53 Shoup Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.830
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        110          Level Of Service:          D
*****
Street Name:          Shoup Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Protected        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  0  1  0        1  1  0  0  1        1  0  2  1  0        1  0  2  1  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              71  437  130      648  188  274      83 1020  72      50  837  343
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           71  437  130      648  188  274      83 1020  72      50  837  343
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           71  437  130      648  188  274      83 1020  72      50  837  343
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          71  437  130      648  188  274      83 1020  72      50  837  343
PCE Adj:              1.00 1.00  1.00      2.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.10 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.10
FinalVolume:          71  437  130      713  188  274      83 1020  72      50  837  377
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                0.22 1.37  0.41      1.58 0.42  1.00      1.00 2.80  0.20      1.00 2.76  1.24
Final Sat.:           317 1952  581      2255 595  1425      1425 3993  282      1425 3929  1771
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.22 0.22  0.22      0.32 0.32  0.19      0.06 0.26  0.26      0.04 0.21  0.21
Crit Volume:          319  450          364  50
Crit Moves:           ****  ****          ****  ****
*****

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```

*****
Intersection #54 US-101 EB/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.621
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Street Name:          US-101 EB On Ramp          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    1          0    0    0    0    0          2    0    1    1    0          0    1    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    1505          0    0    0          904    868          4          19    1098          48
Growth Adj:            1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:           0    0    1505          0    0    0          904    868          4          19    1098          48
User Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:               1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:            0    0    0          0    0    0          904    868          4          19    1098          48
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:           0    0    0          0    0    0          904    868          4          19    1098          48
PCE Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.00    1.00    1.00          4.00    1.00    1.00
MLF Adj:              1.00    1.00    0.00          1.00    1.00    1.00          1.10    1.00    1.00          1.00    1.00    1.00
FinalVolume:           0    0    0          0    0    0          994    868          4          76    1098          48
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425    1425    1425          1425    1425    1425          1425    1425    1425          1425    1425    1425
Adjustment:            1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                 0.00    0.00    1.00          0.00    0.00    0.00          2.00    1.99    0.01          0.05    2.83    0.12
Final Sat.:            0    0    1425          0    0    0          2850    2837          13          70    4029          176
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00    0.00    0.00          0.00    0.00    0.00          0.35    0.31    0.31          0.27    0.27    0.27
Crit Volume:           0          0          497          388
Crit Moves:
*****

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```

*****
Intersection #55
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.447
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Ignore      Ignore      Ignore
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 3 0 0      0 0 3 0 0      0 0 0 0 1      0 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2012      0 0 1522      0 0 0 550      0 0 0 408
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 2012      0 0 1522      0 0 0 550      0 0 0 408
User Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Volume:      0 2012      0 0 1522      0 0 0 550      0 0 0 408
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:      0 2012      0 0 1522      0 0 0 550      0 0 0 408
PCE Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
FinalVolume:      0 2012      0 0 1522      0 0 0 550      0 0 0 408
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 3.00 0.00  0.00 3.00 0.00  0.00 0.00 1.00  0.00 0.00 1.00
Final Sat.:      0 4500      0 0 4500      0 0 0 1500      0 0 0 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.45 0.00  0.00 0.34 0.00  0.00 0.00 0.00  0.00 0.00 0.00
Crit Volume:      671      0      0      0
Crit Moves:      ****      ****
*****

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```

*****
Intersection #56
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.810
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        120          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1  0  3  0  1      2  0  2  1  1      3  0  2  1  0      2  0  2  0  2
-----|-----|-----|-----|
Volume Module:
Base Vol:      154 1287      326      145 886      94      766 1074      136      206 648      218
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      154 1287      326      145 886      94      766 1074      136      206 648      218
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      154 1287      326      145 886      94      766 1074      136      206 648      218
Reduct Vol:      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      154 1287      326      145 886      94      766 1074      136      206 648      218
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.10 1.00      1.10      1.10 1.00      1.00      1.10 1.00      1.10
FinalVolume:      154 1287      326      160 886      103      843 1074      136      227 648      240
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      1.00      2.00 3.00      1.00      3.00 2.66      0.34      2.00 2.00      2.00
Final Sat.:      1375 4125      1375      2750 4125      1375      4125 3661      464      2750 2750      2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.11 0.31      0.24      0.06 0.21      0.08      0.20 0.29      0.29      0.08 0.24      0.09
Crit Volume:      429      80      281      324
Crit Moves:      ****      ****      ****      ****
*****

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Future WP Mitigated+Variel Improvement AM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #57
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.750
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 0 1      2 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      157 452      74      186 291      264      544 1289      72      60 963      252
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      157 452      74      186 291      264      544 1289      72      60 963      252
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      157 452      74      186 291      264      544 1289      72      60 963      252
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      157 452      74      186 291      264      544 1289      72      60 963      252
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      157 452      74      186 291      264      598 1289      72      60 963      252
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 1.72      0.28      1.00 1.00      1.00      2.00 2.84      0.16      1.00 3.00      1.00
Final Sat.:      1425 2449      401      1425 1425      1425      2850 4049      226      1425 4275      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.11 0.18      0.18      0.13 0.20      0.19      0.21 0.32      0.32      0.04 0.23      0.18
Crit Volume:      263      186      299      321
Crit Moves:      ****      ****      ****      ****
*****

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Future WP Mitigated+Variel Improvement AM Peak Hour
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*****
Intersection #58
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.854
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        127          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Permitted
Rights:      Include      Include      Include      Ovl
Min. Green:      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      2 0 1 0 1      1 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      95 259 148 692 190 398 238 1215 57 78 1349 503
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 95 259 148 692 190 398 238 1215 57 78 1349 503
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 95 259 148 692 190 398 238 1215 57 78 1349 503
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 95 259 148 692 190 398 238 1215 57 78 1349 503
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 95 259 148 761 190 398 238 1215 57 78 1349 503
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.00 1.00 1.00 2.87 0.13 1.00 3.00 1.00
Final Sat.: 1425 2850 1425 2850 1425 1425 1425 4083 192 1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.07 0.09 0.10 0.27 0.13 0.28 0.17 0.30 0.30 0.05 0.32 0.35
Crit Volume: 148 381 238 450
Crit Moves: **** **** **** ****
*****

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Future WP Mitigated+Variel Improvement AM Peak Hour
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*****
Intersection #59
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.589
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      7 1184      4 1 1390      14 118 18 20      15 5 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 1184      4 1 1390      14 118 18 20      15 5 3
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 7 1184      4 1 1390      14 118 18 20      15 5 3
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 7 1184      4 1 1390      14 118 18 20      15 5 3
PCE Adj: 6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 42 1184      4 6 1390      14 118 18 20      15 5 3
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 1.98 0.01 0.01 1.97 0.02 0.76 0.11 0.13 0.65 0.22 0.13
Final Sat.: 18 2972      10 2 2968      30 1135 173 192      978 326 196
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.39 0.40 0.41 0.47 0.47 0.47 0.10 0.10 0.10 0.02 0.02 0.02
Crit Volume: 7 705 156 15
Crit Moves: **** **** **** ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #60
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.537
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 0 0 1      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      54 851 0      24 1626 89 112 0 35 3 0 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 851 0      24 1626 89 112 0 35 3 0 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 54 851 0      24 1626 89 112 0 35 3 0 1
Reduct Vol: 0 0 0      0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 851 0      24 1626 89 112 0 35 3 0 1
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 851 0      24 1626 89 112 0 35 3 0 1
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 1.00 2.84 0.16 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 4125 0 1375 3911 214 1375 0 1375 1375 0 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.04 0.21 0.00 0.02 0.42 0.42 0.08 0.00 0.03 0.00 0.00 0.00
Crit Volume: 54 572 112 1
Crit Moves: **** **** **** ****
*****

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

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*****
Intersection #61 De Soto Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.701
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          C
*****
Street Name:          De Soto Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             81  934    25          54 1941    49          61    6    155          85    21    118
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          81  934    25          54 1941    49          61    6    155          85    21    118
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           81  934    25          54 1941    49          61    6    155          85    21    118
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          81  934    25          54 1941    49          61    6    155          85    21    118
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          81  934    25          54 1941    49          61    6    155          85    21    118
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.92  0.08          1.00 2.93  0.07          0.27 0.03  0.70          0.38 0.09  0.53
Final Sat.:           1500 4383  117          1500 4389  111          412    41  1047          569  141    790
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.21  0.21          0.04 0.44  0.44          0.15 0.15  0.15          0.15 0.15  0.15
Crit Volume:          81          663          222          85
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #62
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.517
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Lanes:        1 0 2 1 0      1 0 3 0 0      0 0 0 0 0      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 986 12      9 2194 0      0 0 0      5 0 4
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 986 12      9 2194 0      0 0 0      5 0 4
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 986 12      9 2194 0      0 0 0      5 0 4
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   0 986 12      9 2194 0      0 0 0      5 0 4
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 986 12      9 2194 0      0 0 0      5 0 4
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 2.96 0.04 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.:    1425 4224 51 1425 4275 0 0 0 0 1425 0 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.23 0.23 0.01 0.51 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Volume:    0 731 0 5
Crit Moves:    ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #63 Canoga Ave/Trillium Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.526
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          Trillium Dwy (Pvt)
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Split Phase        Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    2    1    0    2    0    3    0    0    0    0    0    0    0    1    0    1!    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1082    446    272 1644    0    0    0    0    142    0    26
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1082    446    272 1644    0    0    0    0    142    0    26
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1082    446    272 1644    0    0    0    0    142    0    26
Reduct Vol:           0    0    0        0    0    0    0    0    0    0    0    0
Reduced Vol:          0 1082    446    272 1644    0    0    0    0    142    0    26
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0 1082    446    299 1644    0    0    0    0    156    0    26
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.12    0.88    2.00 3.00    0.00 0.00 0.00 0.00 1.71 0.00 0.29
Final Sat.:           1425 3027    1248    2850 4275    0    0    0    0    2443    0    407
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.36    0.36    0.10 0.38    0.00 0.00 0.00 0.00 0.06 0.00 0.06
Crit Volume:          509    150          0          91
Crit Moves:          ****    ****          ****
*****

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```

*****
Intersection #64 De Soto Ave/Warner Center Lane (Pvt)/Serrania Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.674
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          B
*****
Street Name:          De Soto Ave          Warner Center Lane (Pvt)/Serrania
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  1  0          0  0  0  0  1          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             170 1750          19    138 2231          48          0    0    69    13    2    36
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          170 1750          19    138 2231          48          0    0    69    13    2    36
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           170 1750          19    138 2231          48          0    0    69    13    2    36
Reduct Vol:           0    0    0          0    0    0          0    0    0    0    0    0
Reduced Vol:          170 1750          19    138 2231          48          0    0    69    13    2    36
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          170 1750          19    138 2231          48          0    0    69    13    2    36
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00          1.00 2.94 0.06          0.00 0.00 1.00 0.25 0.04 0.71
Final Sat.:           1500 4500          1500 1500 4405          95          0    0 1500 382 59 1059
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.39          0.01 0.09 0.51          0.51 0.00 0.00 0.05 0.03 0.03 0.03
Crit Volume:          170          760          69    13
Crit Moves:          ****          ****          ****    ****
*****

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

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*****
Intersection #65 Canoga AveWarner Ranch Rd (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.729
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          C
*****
Street Name:          Canoga Ave          Warner Ranch Rd (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          0  0  1!  0  0          1  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:            7 1890    196    307 1179    1          1    0    19    0    0    90
Growth Adj:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
Initial Bse:          7 1890    196    307 1179    1          1    0    19    0    0    90
User Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
PHF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
PHF Volume:          7 1890    196    307 1179    1          1    0    19    0    0    90
Reduct Vol:          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         7 1890    196    307 1179    1          1    0    19    0    0    90
PCE Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
MLF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
FinalVolume:         7 1890    196    307 1179    1          1    0    19    0    0    90
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500    1500    1500 1500    1500    1500 1500    1500 1500 1500    1500
Adjustment:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00
Lanes:              1.00 2.72    0.28    1.00 2.99    0.01    0.05 0.00    0.95 1.00 0.00    1.00
Final Sat.:         1500 4077    423    1500 4496    4          75    0 1425    1500    0 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.00 0.46    0.46    0.20 0.26    0.26    0.01 0.00    0.01 0.00 0.00    0.06
Crit Volume:          695    307          1          90
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #66
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.707
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      128 1701      79      133 1455      122      44 11      39      207 12      118
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      128 1701      79      133 1455      122      44 11      39      207 12      118
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      128 1701      79      133 1455      122      44 11      39      207 12      118
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      128 1701      79      133 1455      122      44 11      39      207 12      118
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.00
FinalVolume:      128 1701      79      133 1455      122      48 11      39      207 12      118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.87      0.13      1.00 2.77      0.23      2.00 1.00      1.00      1.00 0.09      0.91
Final Sat.:      1375 3942      183      1375 3806      319      2750 1375      1375      1375 127      1248
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09 0.43      0.43      0.10 0.38      0.38      0.02 0.01      0.03      0.15 0.09      0.09
Crit Volume:      593      133      39      207
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #67 Owensmouth Ave/Promenade Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.349
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Promenade Dwy (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    1    0          1    0    1    1    0          0    1    0    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             35    404    50          71    825    56          17    1    19          0    0    31
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          35    404    50          71    825    56          17    1    19          0    0    31
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           35    404    50          71    825    56          17    1    19          0    0    31
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35    404    50          71    825    56          17    1    19          0    0    31
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          35    404    50          71    825    56          17    1    19          0    0    31
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 1.78 0.22 1.00 1.87 0.13 0.92 0.08 1.00 0.00 1.00 1.00
Final Sat.:           1500 2670 330 1500 2809 191 1378 122 1500 0 1500 1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.15 0.15 0.05 0.29 0.29 0.01 0.01 0.01 0.00 0.00 0.02
Crit Volume:          35          441          17          31
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #68 Owensmouth Ave/West Valley Way (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.582
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          West Valley Way (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            67  461    0          0 1168  257    47    0    50          0    0    0
Growth Adj:          1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:         67  461    0          0 1168  257    47    0    50          0    0    0
User Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:          67  461    0          0 1168  257    47    0    50          0    0    0
Reduct Vol:          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         67  461    0          0 1168  257    47    0    50          0    0    0
PCE Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:         67  461    0          0 1168  257    47    0    50          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:          1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:              1.00 2.00  0.00    0.00 1.64  0.36    1.00 0.00  1.00    0.00 0.00  0.00
Final Sat.:         1425 2850    0          0 2336  514    1425    0 1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.05 0.16  0.00    0.00 0.50  0.50    0.03 0.00  0.04    0.00 0.00  0.00
Crit Volume:         67          713          50          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #69 Canoga Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.488
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Canoga Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  2  1  0          1  0  2  0  0          0  0  0  0  0          1  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0  882    15          2 1371    0          0    0    0          16    0    1
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          0  882    15          2 1371    0          0    0    0          16    0    1
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           0  882    15          2 1371    0          0    0    0          16    0    1
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0  882    15          2 1371    0          0    0    0          16    0    1
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:          0  882    15          2 1371    0          0    0    0          18    0    1
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.00 2.95  0.05  1.00 2.00  0.00  0.00 0.00  0.00  1.89 0.00  0.11
Final Sat.:           0 4204    71  1425 2850    0          0    0    0          2697    0  153
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.21  0.21  0.00 0.48  0.00  0.00 0.00  0.00  0.01 0.00  0.01
Crit Volume:          0          686          0          9
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #70 AMC Dwy/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.406
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          AMC Dwy          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  0  1  1    1  1  0  0  1    1  0  2  0  1    1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             28    1    64      9    4    13      46  947  121      63  872  30
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          28    1    64      9    4    13      46  947  121      63  872  30
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           28    1    64      9    4    13      46  947  121      63  872  30
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          28    1    64      9    4    13      46  947  121      63  872  30
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.10    1.10 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          28    1    70      10   4    13      46  947  121      63  872  30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 0.03  1.97    1.42 0.58  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           1425  40  2810    2030 820  1425    1425 2850  1425    1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.03  0.03    0.00 0.00  0.01    0.03 0.33  0.08    0.04 0.31  0.02
Crit Volume:          36          7          474          63
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #71 Eton Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.346
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Eton Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  0  1  0      1  0  0  1  0      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             18    0    6        3    1    4        14  868    39        24 1362    7
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          18    0    6        3    1    4        14  868    39        24 1362    7
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           18    0    6        3    1    4        14  868    39        24 1362    7
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          18    0    6        3    1    4        14  868    39        24 1362    7
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          18    0    6        3    1    4        14  868    39        24 1362    7
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 0.00  1.00    1.00 0.20  0.80    1.00 2.87  0.13    1.00 2.98  0.02
Final Sat.:           1425    0  1425    1425 285  1140    1425 4091  184    1425 4253  22
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.00  0.00    0.00 0.00  0.00    0.01 0.21  0.21    0.02 0.32  0.32
Crit Volume:          18          5          14          456
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #72 Independence Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.436
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        33          Level Of Service:          A
*****
Street Name:          Independence Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  1  0  0  1          0  0  1! 0  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             27    1    66          37    2    41          14  898          42    79 1497          15
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           27    1    66          37    2    41          14  898          42    79 1497          15
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           27    1    66          37    2    41          14  898          42    79 1497          15
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          27    1    66          37    2    41          14  898          42    79 1497          15
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          27    1    66          37    2    41          14  898          42    79 1497          15
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               0.96 0.04  1.00          0.46 0.03  0.51          1.00 2.87  0.13          1.00 2.97  0.03
Final Sat.:          1374  51  1425          659  36  730          1425 4084  191          1425 4233  42
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02  0.05          0.06 0.06  0.06          0.01 0.22  0.22          0.06 0.35  0.35
Crit Volume:           66    37          14          504
Crit Moves:           ****          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #73 Variel Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.302
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Variel Ave          Kittridge St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                   1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                5    23    40          22  238    17          39  102    46          95    39    148
Growth Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:              5    23    40          22  238    17          39  102    46          95    39    148
User Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:              5    23    40          22  238    17          39  102    46          95    39    148
Reduct Vol:              0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:             5    23    40          22  238    17          39  102    46          95    39    148
PCE Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:             5    23    40          22  238    17          39  102    46          95    39    148
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                  1.00 1.00  1.00          1.00 1.87  0.13          0.21 0.54  0.25          0.34 0.14  0.52
Final Sat.:             1500 1500  1500          1500 2800  200          313  818   369          505  207   787
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.00 0.02  0.03          0.01 0.09  0.09          0.12 0.12  0.12          0.19 0.19  0.19
Crit Volume:              5          128          39          282
Crit Moves:             ****          ****          ****          ****
*****

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```

*****
Intersection #74 Variel Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.527
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Variel Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    1    0          0    1    0    1    0          1    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             26    71    16          114    220    156          85    374    49          52    689    180
Growth Adj:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:          26    71    16          114    220    156          85    374    49          52    689    180
User Adj:             1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:           26    71    16          114    220    156          85    374    49          52    689    180
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          26    71    16          114    220    156          85    374    49          52    689    180
PCE Adj:              2.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
FinalVolume:          52    71    16          114    220    156          85    374    49          52    689    180
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500    1500    1500          1500    1500    1500          1500    1500    1500          1500    1500    1500
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                0.60    1.17    0.23          0.46    0.90    0.64          1.00    1.77    0.23          1.00    1.59    0.41
Final Sat.:           897    1758    345          698    1347    955          1500    2652    348          1500    2379    621
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03    0.04    0.05          0.16    0.16    0.16          0.06    0.14    0.14          0.03    0.29    0.29
Crit Volume:          26          245          85          435
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #75 Variel Ave/Califa St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.375
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Variel Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0          0  0  1!  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             6    1    2          44   12   126          47   49    8          6   199   122
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          6    1    2          44   12   126          47   49    8          6   199   122
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           6    1    2          44   12   126          47   49    8          6   199   122
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          6    1    2          44   12   126          47   49    8          6   199   122
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          6    1    2          44   12   126          47   49    8          6   199   122
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.67 0.11  0.22          0.24 0.07  0.69          0.45 0.47  0.08          0.02 0.61  0.37
Final Sat.:           1000 167   333          363   99  1038          678  707   115          28   913   560
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01  0.01          0.12 0.12  0.12          0.07 0.07  0.07          0.22 0.22  0.22
Crit Volume:          6          182    47          327
Crit Moves:          ****          ****    ****          ****
*****

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```

*****
Intersection #76 Warner Center Lane/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.381
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Center Lane          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          7    0    79          126 553          0          0    629    34
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          7    0    79          126 553          0          0    629    34
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          7    0    79          126 553          0          0    629    34
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          7    0    79          126 553          0          0    629    34
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          7    0    79          126 553          0          0    629    34
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.08 0.00 0.92          1.00 3.00 0.00          0.00 1.90 0.10
Final Sat.:            0    0    0          116    0 1309          1425 4275          0          0 2704 146
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.06 0.00 0.06          0.09 0.13 0.00          0.00 0.23 0.23
Crit Volume:           0          86          126          332
Crit Moves:
*****

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```

*****
Intersection #77 De Soto/Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.676
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          B
*****
Street Name:          De Soto          Clark St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:                Permitted      Permitted      Protected      Permitted
Rights:                  Include      Include      Include      Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   0      0      3      0      1      0      1      4      0      0      0      0      0      0      0      0      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:                0 2191      131      8 1727      0      0      0      0      0      0      0      225
Growth Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:              0 2191      131      8 1727      0      0      0      0      0      0      0      225
User Adj:                 1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:               0 2191      131      8 1727      0      0      0      0      0      0      0      225
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              0 2191      131      8 1727      0      0      0      0      0      0      0      225
PCE Adj:                  1.00 1.00      1.00      6.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:                  1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:              0 2191      131      48 1727      0      0      0      0      0      0      0      225
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                   0.00 3.00      1.00      0.15 4.85      0.00      0.00 0.00      0.00      0.00 0.00      1.00
Final Sat.:              0 4275      1425      217 6908      0      0      0      0      0      0      0      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.00 0.51      0.09      0.04 0.25      0.00      0.00 0.00      0.00      0.00 0.00      0.16
Crit Volume:              730          8          0          225
Crit Moves:              ****          ****          ****
*****

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*****
Intersection #78 Warner Ranch Rd (Pvt)/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.260
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Warner Ranch Rd (Pvt)          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          1    0    0    0    1          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          15    0    12          118  598    0          0    279  197
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           0    0    0          15    0    12          118  598    0          0    279  197
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            0    0    0          15    0    12          118  598    0          0    279  197
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    0    0          15    0    12          118  598    0          0    279  197
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           0    0    0          15    0    12          118  598    0          0    279  197
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.00 0.00  0.00          1.00 0.00  1.00          1.00 3.00  0.00          0.00 1.17  0.83
Final Sat.:            0    0    0          1425    0  1425          1425 4275    0          0    1670  1180
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00  0.00          0.01 0.00  0.01          0.08 0.14  0.00          0.00 0.17  0.17
Crit Volume:           0          15          118          238
Crit Moves:
*****

```

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```

*****
Intersection #79 Owensmouth Ave/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.249
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        19          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             11  498          7    5  425          24    53    1    57          5    1    18
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          11  498          7    5  425          24    53    1    57          5    1    18
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           11  498          7    5  425          24    53    1    57          5    1    18
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          11  498          7    5  425          24    53    1    57          5    1    18
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          11  498          7    5  425          24    53    1    57          5    1    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.97  0.03  1.00 1.89  0.11  0.48 0.01  0.51  0.21 0.04  0.75
Final Sat.:           1500 2958  42    1500 2840  160  716  14  770  313  63  1125
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.17  0.17  0.00 0.15  0.15  0.07 0.07  0.07  0.02 0.02  0.02
Crit Volume:          253          5          111          5
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #80 Topanga Canyon Blvd/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.477
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        28          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  2  1  0          1  0  3  0  0          0  0  0  0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1850    32          44 1757    0          0    0    0          4    0    40
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           0 1850    32          44 1757    0          0    0    0          4    0    40
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            0 1850    32          44 1757    0          0    0    0          4    0    40
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 1850    32          44 1757    0          0    0    0          4    0    40
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           0 1850    32          44 1757    0          0    0    0          4    0    40
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.00 2.95  0.05          1.00 3.00  0.00          0.00 0.00  0.00          0.09 0.00  0.91
Final Sat.:            0 4423    77          1500 4500    0          0    0    0          136    0  1364
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.42  0.42          0.03 0.39  0.00          0.00 0.00  0.00          0.03 0.00  0.03
Crit Volume:           627          44          0          44
Crit Moves:            ****          ****          ****
*****

```

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```

*****
Intersection #81 Topanga Canyon Blvd/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.632
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Calvert St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Protected          Protected
Rights:                Include          Include          Include          Ignore
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          0  0  0  0  2
-----|-----|-----|-----|
Volume Module:
Base Vol:              78 1323          97    202 1909          57    0    0    167          0    0    101
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           78 1323          97    202 1909          57    0    0    167          0    0    101
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:           78 1323          97    202 1909          57    0    0    167          0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          78 1323          97    202 1909          57    0    0    167          0    0    0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:          78 1323          97    202 1909          57    0    0    167          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.80 0.20 1.00 2.91 0.09 0.00 0.00 1.00 0.00 0.00 2.00
Final Sat.:          1425 3983 292 1425 4151 124    0    0 1425    0    0 2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.33 0.33 0.14 0.46 0.46 0.00 0.00 0.12 0.00 0.00 0.00
Crit Volume:          78          655          167          0
Crit Moves:          ****          ****          ****
*****

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```

*****
Intersection #82 Topanga Canyon Blvd/Bassett St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.551
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Street Name:          Topanga Canyon Blvd          Bassett St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  0          0  0  2  1  0          0  0  1! 0  0          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              35 1280          0    0 1788          62 105    0    29          0    0    0
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           35 1280          0    0 1788          62 105    0    29          0    0    0
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           35 1280          0    0 1788          62 105    0    29          0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35 1280          0    0 1788          62 105    0    29          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          35 1280          0    0 1788          62 105    0    29          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 3.00 0.00 0.00 2.90 0.10 0.78 0.00 0.22 0.00 0.00 0.00
Final Sat.:          1425 4275          0    0 4132          143 1117    0    308          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.30 0.00 0.00 0.43 0.43 0.09 0.00 0.09 0.00 0.00 0.00
Crit Volume:          35          617          134          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #83 Randi Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.393
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Randi Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  0  1! 0  0        0  0  1! 0  0        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              41    7    65        17    10    52        28 1230    36    38  680    2
Growth Adj:            1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           41    7    65        17    10    52        28 1230    36    38  680    2
User Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           41    7    65        17    10    52        28 1230    36    38  680    2
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41    7    65        17    10    52        28 1230    36    38  680    2
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          41    7    65        17    10    52        28 1230    36    38  680    2
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.36 0.06  0.58        0.21 0.13  0.66        1.00 2.91  0.09  1.00 2.99  0.01
Final Sat.:           544   93   863        323  190   987        1500 4372  128  1500 4487  13
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.08  0.08        0.05 0.05  0.05        0.02 0.28  0.28  0.03 0.15  0.15
Crit Volume:          113          17          422          38
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #84 Glade Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.334
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Glade Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  0  1        0  1  0  0  1        0  1  0  1  0        0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41    17    49          74    34    18          24  569    62          25  147    38
Growth Adj:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:          41    17    49          74    34    18          24  569    62          25  147    38
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           41    17    49          74    34    18          24  569    62          25  147    38
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          41    17    49          74    34    18          24  569    62          25  147    38
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          4.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          41    17    49          74    34    18          24  569    62          100  147    38
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500          1500  1500  1500          1500  1500  1500          1500  1500  1500
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                0.71  0.29  1.00          0.69  0.31  1.00          0.07  1.74  0.19          0.37  1.36  0.27
Final Sat.:          1060  440  1500          1028  472  1500          110  2606  284          556  2044  400
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04  0.04  0.03          0.07  0.07  0.01          0.22  0.22  0.22          0.04  0.07  0.10
Crit Volume:          41          108          328          25
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #85 Randi Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.270
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Randi Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             15    14    73        54    56    36        18  451    21        13  183    21
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:           15    14    73        54    56    36        18  451    21        13  183    21
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           15    14    73        54    56    36        18  451    21        13  183    21
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          15    14    73        54    56    36        18  451    21        13  183    21
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          15    14    73        54    56    36        18  451    21        13  183    21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                0.15 0.14  0.71        0.49 0.51  1.00        1.00 1.91  0.09        1.00 1.79  0.21
Final Sat.:           221  206  1074        736  764  1500        1500 2867  133        1500 2691  309
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.07  0.07        0.07 0.07  0.02        0.01 0.16  0.16        0.01 0.07  0.07
Crit Volume:           102          54          236          13
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #86
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.784
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 0 1 0      0 1 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      34 1877      26      144 1177      121      508 25      29      5 8      107
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      34 1877      26      144 1177      121      508 25      29      5 8      107
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      34 1877      26      144 1177      121      508 25      29      5 8      107
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      34 1877      26      144 1177      121      508 25      29      5 8      107
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.10
FinalVolume:      34 1877      26      144 1177      121      559 25      29      5 8      118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.96      0.04      1.00 2.72      0.28      2.00 0.46      0.54      0.38 0.62      2.00
Final Sat.:      1425 4217      58      1425 3876      399      2850 660      765      548 877      2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02 0.45      0.45      0.10 0.30      0.30      0.20 0.04      0.04      0.01 0.01      0.04
Crit Volume:      634      144      279      59
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #87 Jordan Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.610
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37          Level Of Service:          B
*****
Street Name:          Jordan Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1      0      0      1      0          1      0      0      1      0          1      0      1      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:                48      76      66          56      74      66          74      994      35          20      1254      32
Growth Adj:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Initial Bse:              48      76      66          56      74      66          74      994      35          20      1254      32
User Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Adj:                  1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Volume:               48      76      66          56      74      66          74      994      35          20      1254      32
Reduct Vol:               0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              48      76      66          56      74      66          74      994      35          20      1254      32
PCE Adj:                  1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
MLF Adj:                  1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
FinalVolume:              48      76      66          56      74      66          74      994      35          20      1254      32
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                 1500      1500      1500          1500      1500      1500          1500      1500      1500          1500      1500      1500
Adjustment:               1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Lanes:                    1.00      0.54      0.46          1.00      0.53      0.47          1.00      1.93      0.07          1.00      1.95      0.05
Final Sat.:               1500      803      697          1500      793      707          1500      2898      102          1500      2925      75
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.03      0.09      0.09          0.04      0.09      0.09          0.05      0.34      0.34          0.01      0.43      0.43
Crit Volume:              142          56          74          643
Crit Moves:               ****          ****          ****          ****
*****

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*****
Intersection #88 Remmet Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.529
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          A
*****
Street Name:          Remmet Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    0          1    0    1    0          1    0    1    0          1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             10    9    61          8    29    22          21    928    68    163    1309    18
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          10    9    61          8    29    22          21    928    68    163    1309    18
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           10    9    61          8    29    22          21    928    68    163    1309    18
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          10    9    61          8    29    22          21    928    68    163    1309    18
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          10    9    61          8    29    22          21    928    68    163    1309    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                1.00    0.13    0.87    1.00    0.57    0.43    1.00    1.86    0.14    1.00    2.00    1.00
Final Sat.:           1425    183    1242    1425    810    615    1425    2655    195    1425    2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01    0.05    0.05    0.01    0.04    0.04    0.01    0.35    0.35    0.11    0.46    0.01
Crit Volume:          70    8          21    655
Crit Moves:           ****    ****          ****    ****
*****

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```

*****
Intersection #89 Variel Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.690
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76          Level Of Service:          B
*****
Street Name:          Variel Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              119    93    41          69  147    49          38  911    72    174 1498    71
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           119    93    41          69  147    49          38  911    72    174 1498    71
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           119    93    41          69  147    49          38  911    72    174 1498    71
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          119    93    41          69  147    49          38  911    72    174 1498    71
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          119    93    41          69  147    49          38  911    72    174 1498    71
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 0.75  0.25          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1425 1425  1425          1425 1069  356          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.07  0.03          0.05 0.14  0.14          0.03 0.32  0.05          0.12 0.53  0.05
Crit Volume:           93          196          38          749
Crit Moves:
*****

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```

*****
Intersection #90 Owensmouth Ave/Gault St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.396
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Gault St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             13  277    16          16  906    16          9   17    42          52  12    31
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          13  277    16          16  906    16          9   17    42          52  12    31
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           13  277    16          16  906    16          9   17    42          52  12    31
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13  277    16          16  906    16          9   17    42          52  12    31
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          13  277    16          16  906    16          9   17    42          52  12    31
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.97  0.03          0.13 0.25  0.62          0.55 0.12  0.33
Final Sat.:           1500 1500  1500          1500 2948    52          199 375  926          821 189  489
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.18  0.01          0.01 0.31  0.31          0.05 0.05  0.05          0.06 0.06  0.06
Crit Volume:          13          461          68          52
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #91 Owensmouth Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.497
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             39  269   13          13  881   53          24  19   153          44  34   17
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          39  269   13          13  881   53          24  19   153          44  34   17
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           39  269   13          13  881   53          24  19   153          44  34   17
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          39  269   13          13  881   53          24  19   153          44  34   17
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          39  269   13          13  881   53          24  19   153          44  34   17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.95  0.05          1.00 1.89  0.11          0.12 0.10  0.78          0.46 0.36  0.18
Final Sat.:           1500 1431   69          1500 2830  170          184  145  1171          695  537  268
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.19  0.19          0.01 0.31  0.31          0.13 0.13  0.13          0.06 0.06  0.06
Crit Volume:          39          467          196          44
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #92 De Soto Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.578
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          De Soto Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:            67 1296    32    22 1850    40    62  19    79    90  18    50
Growth Adj:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:         67 1296    32    22 1850    40    62  19    79    90  18    50
User Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:          67 1296    32    22 1850    40    62  19    79    90  18    50
Reduct Vol:          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         67 1296    32    22 1850    40    62  19    79    90  18    50
PCE Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:         67 1296    32    22 1850    40    62  19    79    90  18    50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:              1.00 2.93    0.07    1.00 2.94    0.06    0.77 0.23    1.00    0.83 0.17    1.00
Final Sat.:         1500 4392    108    1500 4405    95    1148 352    1500    1250 250    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.04 0.30    0.30    0.01 0.42    0.42    0.05 0.05    0.05    0.07 0.07    0.03
Crit Volume:         67          630          62          108
Crit Moves:         ****          ****          ****          ****
*****

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*****
Intersection #93 Mason Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.829
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        84          Level Of Service:          D
*****
Street Name:          Mason Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              41  325  83        71  984  112      123  943  82      168 1174  143
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           41  325  83        71  984  112      123  943  82      168 1174  143
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:            41  325  83        71  984  112      123  943  82      168 1174  143
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           41  325  83        71  984  112      123  943  82      168 1174  143
PCE Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:           41  325  83        71  984  112      123  943  82      168 1174  143
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500  1500      1500 1500  1500      1500 1500  1500      1500 1500  1500
Adjustment:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                 1.00 2.00  1.00      1.00 2.00  1.00      1.00 2.00  1.00      1.00 2.00  1.00
Final Sat.:            1500 3000  1500      1500 3000  1500      1500 3000  1500      1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.11  0.06      0.05 0.33  0.07      0.08 0.31  0.05      0.11 0.39  0.10
Crit Volume:           41          492          123          587
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #94
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.663
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      1      0      0      1      0      1      0      2      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      11      16      105      69      9      30      30      1508      39      51      866      49
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      11      16      105      69      9      30      30      1508      39      51      866      49
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      11      16      105      69      9      30      30      1508      39      51      866      49
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      11      16      105      69      9      30      30      1508      39      51      866      49
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      11      16      105      69      9      30      30      1508      39      51      866      49
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.13      0.87      1.00      0.23      0.77      1.00      2.00      1.00      1.00      2.84      0.16
Final Sat.:      1500      198      1302      1500      346      1154      1500      3000      1500      1500      4259      241
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.01      0.08      0.08      0.05      0.03      0.03      0.02      0.50      0.03      0.03      0.20      0.20
Crit Volume:      121      69      754      51
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #95 Owensmouth Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.891
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        171          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  0  1  0          0  0  1! 0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              43  158    52          59  393    53          54 1061    49    167 1105    75
Growth Adj:            1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           43  158    52          59  393    53          54 1061    49    167 1105    75
User Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           43  158    52          59  393    53          54 1061    49    167 1105    75
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          43  158    52          59  393    53          54 1061    49    167 1105    75
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          43  158    52          59  393    53          54 1061    49    167 1105    75
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 0.75    0.25          0.12 0.78    0.10          1.00 1.91    0.09    1.00 1.87    0.13
Final Sat.:          1425 1072    353          166 1109    150          1425 2724    126    1425 2669    181
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.15    0.15          0.35 0.35    0.35          0.04 0.39    0.39    0.12 0.41    0.41
Crit Volume:          43          505          555    167
Crit Moves:          ****          ****          ****    ****
*****

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```

*****
Intersection #96 Canoga Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.783
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        86          Level Of Service:          C
*****
Street Name:          Canoga Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        2  0  2  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             111  723  100        112 1181        79  115  890  184  176 1154  159
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          111  723  100        112 1181        79  115  890  184  176 1154  159
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           111  723  100        112 1181        79  115  890  184  176 1154  159
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          111  723  100        112 1181        79  115  890  184  176 1154  159
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          111  723  100        123 1181        79  115  890  184  176 1154  159
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  1.00        2.00 2.81  0.19  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:          1425 2850  1425        2850 4007  268  1425 2850  1425  1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.25  0.07        0.04 0.29  0.29  0.08 0.31  0.13  0.12 0.40  0.11
Crit Volume:           362          62          115          577
Crit Moves:           ****          ****          ****          ****
*****

```

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```

*****
Intersection #97 Variel Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.685
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        46          Level Of Service:          B
*****
Street Name:          Variel Ave          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                   0  0  1! 0  0          0  0  1! 0  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:                67    32    47          42    58    80          56  940    26          24 1448    18
Growth Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:              67    32    47          42    58    80          56  940    26          24 1448    18
User Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:              67    32    47          42    58    80          56  940    26          24 1448    18
Reduct Vol:              0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:             67    32    47          42    58    80          56  940    26          24 1448    18
PCE Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:             67    32    47          42    58    80          56  940    26          24 1448    18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                  0.46 0.22  0.32          0.23 0.32  0.45          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:             688  329  483          350 483  667          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.10 0.10  0.10          0.12 0.12  0.12          0.04 0.31  0.02          0.02 0.48  0.01
Crit Volume:            67          180          56          724
Crit Moves:            ****          ****          ****          ****
*****

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```

*****
Intersection #98 De Soto Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.074
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             127  772  150          102 1316  191          146  944  98          170 1403  68
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          127  772  150          102 1316  191          146  944  98          170 1403  68
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           127  772  150          102 1316  191          146  944  98          170 1403  68
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          127  772  150          102 1316  191          146  944  98          170 1403  68
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          127  772  150          102 1316  191          146  944  98          170 1403  68
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.51  0.49          1.00 2.62  0.38          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1375 3454  671          1375 3602  523          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.22  0.22          0.07 0.37  0.37          0.11 0.34  0.07          0.12 0.51  0.05
Crit Volume:          127          502          146          702
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #99 Shoup Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.472
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Shoup Ave          Valerio St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  1  0      1  0  1  1  0      0  1  0  0  1      0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              31  785    54      23 1076    11      24    2    78    55    6    29
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           31  785    54      23 1076    11      24    2    78    55    6    29
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           31  785    54      23 1076    11      24    2    78    55    6    29
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          31  785    54      23 1076    11      24    2    78    55    6    29
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          31  785    54      23 1076    11      24    2    78    55    6    29
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:               1.00 1.87  0.13    1.00 1.98  0.02    0.92 0.08  1.00    0.61 0.07  0.32
Final Sat.:          1500 2807  193    1500 2970    30    1385 115  1500    917 100  483
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.28  0.28    0.02 0.36  0.36    0.02 0.02  0.05    0.06 0.06  0.06
Crit Volume:          31          544          78    55
Crit Moves:          ****          ****          ****    ****
*****

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*****
Intersection #100 Topanga Canyon Blvd/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.717
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Valerio St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      0  0  1! 0  0      0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              37 1217          41      75 1523          18      46  39          18      58  80          93
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           37 1217          41      75 1523          18      46  39          18      58  80          93
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           37 1217          41      75 1523          18      46  39          18      58  80          93
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          37 1217          41      75 1523          18      46  39          18      58  80          93
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          37 1217          41      75 1523          18      46  39          18      58  80          93
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 1.00 2.00          1.00 2.00 1.00          0.45 0.38 0.17          0.25 0.35 0.40
Final Sat.:           1500 3000          1500 3000 1500          670  568  262          377  519  604
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.02 0.41          0.03  0.05 0.51          0.01  0.07 0.07          0.07  0.15 0.15
Crit Volume:           37          762          46          231
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #101 Canoga Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.761
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Canoga Ave          Valerio St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        1  0  1  1  0        1  0  0  1  0        1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             34  820    22          53 1467    29          39  89    24          100 232  105
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          34  820    22          53 1467    29          39  89    24          100 232  105
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           34  820    22          53 1467    29          39  89    24          100 232  105
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          34  820    22          53 1467    29          39  89    24          100 232  105
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          34  820    22          53 1467    29          39  89    24          100 232  105
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425        1425 1425  1425        1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 2.00  1.00        1.00 1.96  0.04        1.00 0.79  0.21        1.00 0.69  0.31
Final Sat.:           1425 2850  1425        1425 2795    55        1425 1122  303        1425 981  444
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.29  0.02        0.04 0.52  0.52        0.03 0.08  0.08        0.07 0.24  0.24
Crit Volume:          410                      748                      113                      337
Crit Moves:
*****
*****

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*****
Intersection #102 Lurline Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.526
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Lurline Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    1    0    0    1          0    1    0    0    1          1    0    2    1    0          1    0    2    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             9    16    64          79    23    62          31 1070          10    56 1793          52
Growth Adj:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           9    16    64          79    23    62          31 1070          10    56 1793          52
User Adj:             1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           9    16    64          79    23    62          31 1070          10    56 1793          52
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          9    16    64          79    23    62          31 1070          10    56 1793          52
PCE Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          9    16    64          79    23    62          31 1070          10    56 1793          52
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.36 0.64 1.00          0.77 0.23 1.00          1.00 2.97 0.03          1.00 2.92 0.08
Final Sat.:           540  960 1500          1162 338 1500          1500 4458  42          1500 4373 127
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.02 0.04          0.07 0.07 0.04          0.02 0.24 0.24          0.04 0.41 0.41
Crit Volume:          64    79          31          615
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #103 Mason Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.856
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Mason Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Protected        Permitted        Protected
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  1  1  0      1  0  2  0  1      1  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:                72  591      66  181 1257      179  118 1066      57  193 1772      131
Growth Adj:              1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:              72  591      66  181 1257      179  118 1066      57  193 1772      131
User Adj:                1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:                 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:              72  591      66  181 1257      179  118 1066      57  193 1772      131
Reduct Vol:              0      0      0      0      0      0      0      0      0      0
Reduced Vol:             72  591      66  181 1257      179  118 1066      57  193 1772      131
PCE Adj:                 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:                 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:             72  591      66  181 1257      179  118 1066      57  193 1772      131
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425      1425 1425 1425      1425 1425 1425      1425 1425 1425
Adjustment:              1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:                   1.00 1.80      0.20 1.00 2.00      1.00 1.00 3.00      1.00 1.00 3.00
Final Sat.:              1425 2564      286 1425 2850      1425 1425 4275      1425 1425 4275
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.23      0.23 0.13 0.44      0.13 0.08 0.25      0.04 0.14 0.41      0.09
Crit Volume:              329          629          355          591
Crit Moves:
*****

```

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*****
Intersection #104 Owensmouth Ave/Wyandotte St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.304
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        21          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Wyandotte St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  0  1          1  0  1  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              35  182    5          7  635    26          18  17    75          16  37    19
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           35  182    5          7  635    26          18  17    75          16  37    19
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           35  182    5          7  635    26          18  17    75          16  37    19
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35  182    5          7  635    26          18  17    75          16  37    19
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          35  182    5          7  635    26          18  17    75          16  37    19
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.92  0.08          0.51 0.49  1.00          0.30 0.70  1.00
Final Sat.:          1500 1500  1500          1500 2882  118          771  729  1500          453 1047  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.12  0.00          0.00 0.22  0.22          0.02 0.02  0.05          0.04 0.04  0.01
Crit Volume:          35          331          75          16
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #105 Sale Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.405
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Sale Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             13    7    97        9    3    28        10  834    10    84  644    5
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          13    7    97        9    3    28        10  834    10    84  644    5
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           13    7    97        9    3    28        10  834    10    84  644    5
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          13    7    97        9    3    28        10  834    10    84  644    5
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          13    7    97        9    3    28        10  834    10    84  644    5
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.65 0.35  1.00      0.75 0.25  1.00      1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           975  525  1500      1125 375  1500      1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.01  0.06      0.01 0.01  0.02      0.01 0.28  0.01  0.06 0.21  0.00
Crit Volume:          97          9          417          84
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #106 Winnetka Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.947
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              82  740  119      133 1234  121      68  931      85  171 1243  86
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:           82  740  119      133 1234  121      68  931      85  171 1243  86
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           82  740  119      133 1234  121      68  931      85  171 1243  86
Reduct Vol:            0      0      0      0      0      0      0      0      0      0
Reduced Vol:          82  740  119      133 1234  121      68  931      85  171 1243  86
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:          82  740  119      133 1234  121      68  931      85  171 1243  86
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00 1.00 1.00  1.00
Lanes:               1.00 2.00  1.00      1.00 2.00  1.00      1.00 1.83  0.17 1.00 1.87  0.13
Final Sat.:          1425 2850  1425      1425 2850  1425      1425 2612  238  1425 2666  184
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.26  0.08  0.09 0.43  0.08  0.05 0.36  0.36  0.12 0.47  0.47
Crit Volume:          370          617          68          665
Crit Moves:
*****

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*****
Intersection #107 Sale Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.396
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Sale Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:               15    15    16    39    19    28    38 1038    14    6  720    74
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            15    15    16    39    19    28    38 1038    14    6  720    74
User Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             15    15    16    39    19    28    38 1038    14    6  720    74
Reduct Vol:              0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:            15    15    16    39    19    28    38 1038    14    6  720    74
PCE Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:            15    15    16    39    19    28    38 1038    14    6  720    74
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                   0.50 0.50 1.00 0.67 0.33 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:              750  750 1500 1009 491 1500 1500 3000 1500 1500 3000 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.02 0.02 0.01 0.04 0.04 0.02 0.03 0.35 0.01 0.00 0.24 0.05
Crit Volume:              30          39          519          6
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #108 Winnetka Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.917
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              E
*****
Street Name:          Winnetka Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R           L - T - R           L - T - R           L - T - R
-----|-----|-----|-----|
Control:              Protected           Protected           Protected           Protected
Rights:               Include             Include             Include             Include
Min. Green:           0   0   0           0   0   0           0   0   0           0   0   0
Lanes:                2   0   2   1   0     2   0   2   1   0     2   0   2   1   0     2   0   2   1   0
-----|-----|-----|-----|
Volume Module:
Base Vol:             156   797   202     203 1137   263     81 1332   199     325 1931   61
Growth Adj:           1.00 1.00   1.00     1.00 1.00   1.00     1.00 1.00   1.00     1.00 1.00   1.00
Initial Bse:          156   797   202     203 1137   263     81 1332   199     325 1931   61
User Adj:             1.00 1.00   1.00     1.00 1.00   1.00     1.00 1.00   1.00     1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00     1.00 1.00   1.00     1.00 1.00   1.00     1.00 1.00   1.00
PHF Volume:           156   797   202     203 1137   263     81 1332   199     325 1931   61
Reduct Vol:           0     0     0         0     0     0         0     0     0         0     0     0
Reduced Vol:          156   797   202     203 1137   263     81 1332   199     325 1931   61
PCE Adj:              1.00 1.00   1.00     1.00 1.00   1.00     1.00 1.00   1.00     1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00     1.10 1.00   1.00     1.10 1.00   1.00     1.10 1.00   1.00
FinalVolume:          172   797   202     223 1137   263     89 1332   199     358 1931   61
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375     1375 1375   1375     1375 1375   1375     1375 1375   1375
Adjustment:           1.00 1.00   1.00     1.00 1.00   1.00     1.00 1.00   1.00     1.00 1.00   1.00
Lanes:                2.00 2.39   0.61     2.00 2.44   0.56     2.00 2.61   0.39     2.00 2.91   0.09
Final Sat.:           2750 3291   834     2750 3350   775     2750 3589   536     2750 3999   126
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.24   0.24     0.08 0.34   0.34     0.03 0.37   0.37     0.13 0.48   0.48
Crit Volume:          86                                467    45                                664
Crit Moves:          ****                                ****    ****                                ****
*****

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*****
Intersection #109 Winnetka Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.348
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  2  0  0          0  0  3  0  0          0  0  1  0  0          0  0  1  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0  911    0          0 1489    0          0   18    0          0   26    0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          0  911    0          0 1489    0          0   18    0          0   26    0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           0  911    0          0 1489    0          0   18    0          0   26    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0  911    0          0 1489    0          0   18    0          0   26    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          0  911    0          0 1489    0          0   18    0          0   26    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.00 2.00  0.00  0.00 3.00  0.00  0.00 1.00  0.00  0.00 1.00  0.00
Final Sat.:           0 3000    0          0 4500    0          0  1500    0          0  1500    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.30  0.00  0.00 0.33  0.00  0.00 0.01  0.00  0.00 0.02  0.00
Crit Volume:          0          496          0          26
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #110 Fallbrook Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.682
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             24 1069  153          203 1554  37          40 246  45          122 142  104
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          24 1069  153          203 1554  37          40 246  45          122 142  104
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           24 1069  153          203 1554  37          40 246  45          122 142  104
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          24 1069  153          203 1554  37          40 246  45          122 142  104
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          24 1069  153          203 1554  37          40 246  45          122 142  104
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.62  0.38          1.00 2.93  0.07          1.00 0.85  0.15          1.00 0.58  0.42
Final Sat.:           1500 3937  563          1500 4395  105          1500 1268  232          1500 866  634
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.27  0.27          0.14 0.35  0.35          0.03 0.19  0.19          0.08 0.16  0.16
Crit Volume:          407    203          291    122
Crit Moves:           ****    ****          ****    ****
*****

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```

*****
Intersection #111 Winnetka Ave/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.733
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        85          Level Of Service:          C
*****
Street Name:          Winnetka Ave          Calvert St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    2    0    0          0    0    2    0    1          2    0    0    0    1          1    0    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             214 1005          0          0 1314 247          65    0    45          56 33 59
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          214 1005          0          0 1314 247          65    0    45          56 33 59
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           214 1005          0          0 1314 247          65    0    45          56 33 59
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          214 1005          0          0 1314 247          65    0    45          56 33 59
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:          214 1005          0          0 1314 247          72    0    45          56 33 59
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 1.00 0.36 0.64
Final Sat.:           1375 2750          0          0 2750 1375 2750 0 1375 1375 493 882
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.37 0.00 0.00 0.48 0.18 0.03 0.00 0.03 0.04 0.07 0.07
Crit Volume:          214          657          45          92
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #112 Winnetka Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.955
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  1  0  1          0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              65 1234          42    134 1424          268    191 324          95    40 291          93
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           65 1234          42    134 1424          268    191 324          95    40 291          93
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           65 1234          42    134 1424          268    191 324          95    40 291          93
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          65 1234          42    134 1424          268    191 324          95    40 291          93
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          2.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          65 1234          42    134 1424          268    191 324          95    80 291          93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:               1.00 1.93          0.07 1.00 1.68          0.32 1.00 1.00 1.00          0.12 0.88 1.00
Final Sat.:          1500 2901          99    1500 2525          475    1500 1500          1500          181 1319 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.43          0.43 0.09 0.56          0.56 0.13 0.22          0.06 0.22 0.22          0.06
Crit Volume:          65          846          191          331
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #113 Fallbrook Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.802
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        94          Level Of Service:          D
*****
Street Name:          Fallbrook Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              51 1016          26    134 1424          207    191 351    109    29 236    93
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           51 1016          26    134 1424          207    191 351    109    29 236    93
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           51 1016          26    134 1424          207    191 351    109    29 236    93
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          51 1016          26    134 1424          207    191 351    109    29 236    93
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Volume:         51 1016          26    134 1424          207    191 351    109    29 236    93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:               1.00 2.00          1.00 2.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Final Sat.:          1425 2850          1425 1425 1425          1425 1425 1425          1425 1425 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.36          0.02 0.09 0.50          0.15 0.13 0.25          0.08 0.02 0.17          0.07
Crit Volume:          51          712          351          29
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #114 Winnetka Ave/Hatteras St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.455
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Hatteras St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             4 1134          26          19 1172          9          7          3          12          49          9          18
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          4 1134          26          19 1172          9          7          3          12          49          9          18
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           4 1134          26          19 1172          9          7          3          12          49          9          18
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          4 1134          26          19 1172          9          7          3          12          49          9          18
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          4 1134          26          19 1172          9          7          3          12          49          9          18
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 1.96          0.04 1.00 1.98          0.02 0.32 0.14          0.54 0.64 0.12          0.24
Final Sat.:           1500 2933          67          1500 2977          23          477 205          818          967 178          355
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.39          0.39          0.01 0.39          0.39          0.01 0.01          0.01          0.05 0.05          0.05
Crit Volume:          580              19              7
Crit Moves:           ****              ****              ****              ****
*****

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*****
Intersection #115 Winnetka Ave / Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.636
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          B
*****
Street Name:          Winnetka Ave          Clark St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          0  1  0  1  0          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             76 1189          0          0 1219          50    65    3    196          0    0    0
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          76 1189          0          0 1219          50    65    3    196          0    0    0
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           76 1189          0          0 1219          50    65    3    196          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          76 1189          0          0 1219          50    65    3    196          0    0    0
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          76 1189          0          0 1219          50    65    3    196          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  0.00  0.00 1.92  0.08  0.49 0.51  1.00  0.00 0.00  0.00
Final Sat.:           1425 2850          0          0 2738  112    702  723  1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.42  0.00  0.00 0.45  0.45  0.09 0.00  0.14  0.00 0.00  0.00
Crit Volume:          76          635          196          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #116
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.627
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        50          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 0 0      0 0 2 0 1      0 0 0 0 0      1 0 1! 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      146 737 0      0 897 464      0 0 0      287 11 478
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 146 737 0      0 897 464      0 0 0      287 11 478
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 146 737 0      0 897 464      0 0 0      287 11 478
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 146 737 0      0 897 464      0 0 0      287 11 478
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 146 737 0      0 897 464      0 0 0      316 11 526
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 1.11 0.04 1.85
Final Sat.: 1425 2850 0      0 2850 1425      0 0 0      1583 55 2637
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.10 0.26 0.00 0.00 0.31 0.33 0.00 0.00 0.00 0.20 0.20 0.20
Crit Volume: 146      464      0      284
Crit Moves: ****      ****      ****
*****

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```

*****
Intersection #117
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.719
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      1 0 0 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 489 165 362 748 0 418 0 282 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 489 165 362 748 0 418 0 282 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 489 165 362 748 0 418 0 282 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 489 165 362 748 0 418 0 282 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 489 165 362 748 0 418 0 282 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 0 2850 1425 1425 2850 0 1425 0 1425 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.17 0.12 0.25 0.26 0.00 0.29 0.00 0.20 0.00 0.00 0.00
Crit Volume: 245 362 418 0
Crit Moves: **** **** ****
*****

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```

*****
Intersection #118
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.870
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        143          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      2      0      1      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      107      349      65      369      539      253      217      1376      62      143      923      192
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      107      349      65      369      539      253      217      1376      62      143      923      192
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      107      349      65      369      539      253      217      1376      62      143      923      192
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      107      349      65      369      539      253      217      1376      62      143      923      192
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      107      349      65      406      539      253      217      1376      62      143      923      192
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.84      0.16      2.00      1.00      1.00      1.00      2.87      0.13      1.00      2.48      0.52
Final Sat.:      1425      1201      224      2850      1425      1425      1425      4091      184      1425      3539      736
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08      0.29      0.29      0.14      0.38      0.18      0.15      0.34      0.34      0.10      0.26      0.26
Crit Volume:      414      203      479      143
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #119 Sale Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.295
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Sale Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  0  1! 0  0        0  1  0  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              7    0    16        22    3    18        15 1064    22    36 1100    25
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           7    0    16        22    3    18        15 1064    22    36 1100    25
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           7    0    16        22    3    18        15 1064    22    36 1100    25
Reduct Vol:            0    0    0         0    0    0         0    0    0         0    0    0
Reduced Vol:          7    0    16        22    3    18        15 1064    22    36 1100    25
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          7    0    16        22    3    18        15 1064    22    36 1100    25
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.30 0.00  0.70    0.88 0.12  1.00    1.00 2.94  0.06    1.00 2.93  0.07
Final Sat.:          457    0  1043    1320 180  1500    1500 4409    91    1500 4400    100
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.00  0.02    0.02 0.02  0.01    0.01 0.24  0.24    0.02 0.25  0.25
Crit Volume:          23    22          362    36
Crit Moves:           ****    ****          ****    ****
*****

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```

*****
Intersection #120
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.828
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        108          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Ovl      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      1      0      0      1      1      0      0      1      0      0      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      125      492      20      20      885      609      690      65      177      17      120      42
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      125      492      20      20      885      609      690      65      177      17      120      42
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      125      492      20      20      885      609      690      65      177      17      120      42
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      125      492      20      20      885      609      690      65      177      17      120      42
PCE Adj:      1.00      1.00      1.00      2.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00
FinalVolume:      125      492      20      40      885      609      759      65      177      17      120      42
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      1.92      0.08      0.09      1.91      1.00      1.84      0.16      1.00      0.09      0.68      0.23
Final Sat.:      1425      2739      111      129      2721      1425      2625      225      1425      135      955      334
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.09      0.18      0.18      0.16      0.33      0.43      0.29      0.29      0.12      0.13      0.13      0.13
Crit Volume:      125          463          412          179
Crit Moves:      ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #121 Fallbrook Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.991
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              E
*****
Street Name:          Fallbrook Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                 1  0  1  1  0          1  1  0  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              70  655  124          585  296  580          88  380  26          175  578  355
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           70  655  124          585  296  580          88  380  26          175  578  355
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           70  655  124          585  296  580          88  380  26          175  578  355
Reduct Vol:            0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:          70  655  124          585  296  580          88  380  26          175  578  355
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          70  655  124          644  296  580          88  380  26          175  578  355
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.68  0.32          1.37 0.63  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1425 2396  454          1952 898  1425          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.27  0.27          0.33 0.33  0.41          0.06 0.13  0.02          0.12 0.20  0.25
Crit Volume:           390          580          88          355
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #122 Woodlake Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.730
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        85          Level Of Service:          C
*****
Street Name:          Woodlake Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              15    84    35          80  228    40          33  326    103    474  557    90
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           15    84    35          80  228    40          33  326    103    474  557    90
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            15    84    35          80  228    40          33  326    103    474  557    90
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           15    84    35          80  228    40          33  326    103    474  557    90
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           15    84    35          80  228    40          33  326    103    474  557    90
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 0.15 0.85  1.00          1.00 0.85  0.15          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:            208 1167  1375          1375 1170  205          1375 2750  1375          1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.07  0.03    0.06 0.19    0.19    0.02 0.12  0.07    0.34 0.20  0.07
Crit Volume:           99          268          163          474
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #123 Tampa Ave / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.962
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              E
*****
Street Name:          Tampa Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Protected      Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  0  1  0      2  0  1  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              68  105   34   579  156   287   81 1828   62   19 1109  288
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           68  105   34   579  156   287   81 1828   62   19 1109  288
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           68  105   34   579  156   287   81 1828   62   19 1109  288
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          68  105   34   579  156   287   81 1828   62   19 1109  288
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Volume:         68  105   34   637  156   287   81 1828   62   19 1109  288
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 0.76  0.24  2.00 1.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:          1425 1076  349  2850 1425  1425  1425 2850  1425  1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.10  0.10  0.22 0.11  0.20  0.06 0.64  0.04  0.01 0.39  0.20
Crit Volume:                139   318                914                555
Crit Moves:                ****      ****                ****
*****

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*****
Intersection #124 Tampa Ave / Ventura Fwy 101 EB offramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.446
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          Tampa Ave          Ventura Fwy 101 EB offramp
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    3    0    0          0    0    3    0    0          1    0    0    0    1          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  470          0  865          0  347          0  143          0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  470          0  865          0  347          0  143          0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0  470          0  865          0  347          0  143          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0  470          0  865          0  347          0  143          0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0  470          0  865          0  347          0  143          0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 3.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           0  4275          0  4275          0  1425          0  1425          0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.11 0.00 0.00 0.20 0.00 0.24 0.00 0.10 0.00 0.00 0.00
Crit Volume:          0          288          347          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #125 Tampa Ave / Ventura Fwy 101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.748
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
Street Name:          Tampa Ave          Ventura Fwy 101 WB
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:               1  0  3  0  0      0  0  2  0  1      0  0  0  0  0      1  0  1! 0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:            221  593    0      0  683  646      0    0    0    182    0  361
Growth Adj:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:         221  593    0      0  683  646      0    0    0    182    0  361
User Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:          221  593    0      0  683  646      0    0    0    182    0  361
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:         221  593    0      0  683  646      0    0    0    182    0  361
PCE Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:         221  593    0      0  683  646      0    0    0    200    0  397
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:          1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:              1.00 3.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.01 0.00  1.99
Final Sat.:          1425 4275    0      0 2850 1425      0    0    0    1433    0 2842
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.16 0.14  0.00  0.00 0.24  0.45  0.00 0.00  0.00  0.14 0.00  0.14
Crit Volume:         221          646          0          199
Crit Moves:          ****          ****          ****
*****

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-----
Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)
*****
Intersection #126 101 Ventura Fwy EB and Vanalden / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.912
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name: 101 Ventura Fwy EB and Vanalden          Ventura Blvd
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:      Permitted          Permitted          Protected          Protected
Rights:      Include          Include          Include          Include
Min. Green:    0    0    0          0    0    0          0    0    0          0    0    0
Lanes:        0  1  0  1  0          0  0  0  0  0          2  0  2  0  1          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      146  164  203          0    0    0          418 1851    76  117 1298  106
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    146  164  203          0    0    0          418 1851    76  117 1298  106
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     146  164  203          0    0    0          418 1851    76  117 1298  106
Reduct Vol:     0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:    146  164  203          0    0    0          418 1851    76  117 1298  106
PCE Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:        1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:    146  164  203          0    0    0          460 1851    76  117 1298  106
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:         0.57 0.64  0.79  0.00 0.00  0.00  2.00 2.00  1.00  1.00 3.00  1.00
Final Sat.:    811  911 1128          0    0    0          2850 2850  1425  1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.18 0.18  0.18  0.00 0.00  0.00  0.16 0.65  0.05  0.08 0.30  0.07
Crit Volume:          257          0          926          117
Crit Moves:          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #127 Victory Blvd/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.874
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        148          Level Of Service:          D
*****
Street Name:          Victory Blvd          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|
Control:              Permitted            Permitted            Protected            Protected
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1! 0  0          0  0  1  0  0          0  0  2  0  1          0  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             382    15    15          0    18    0          0 1268    510          0 2005    0
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          382    15    15          0    18    0          0 1268    510          0 2005    0
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           382    15    15          0    18    0          0 1268    510          0 2005    0
Reduct Vol:           0     0    0          0     0    0          0     0    0          0     0    0
Reduced Vol:          382    15    15          0    18    0          0 1268    510          0 2005    0
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          420    15    15          0    18    0          0 1268    510          0 2005    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.87 0.07  0.06          0.00 1.00  0.00          0.00 2.00  1.00          0.00 2.00  0.00
Final Sat.:           2660  95    95          0 1425    0          0 2850  1425          0 2850    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.16  0.16          0.00 0.01  0.00          0.00 0.44  0.36          0.00 0.70  0.00
Crit Volume:          225          18          0          1003
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #128 Corbin Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.873
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        114          Level Of Service:          D
*****
Street Name:          Corbin Ave          Victory Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             39  588  125        145  897  271        88 1170  16  173 1673  124
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          39  588  125        145  897  271        88 1170  16  173 1673  124
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           39  588  125        145  897  271        88 1170  16  173 1673  124
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          39  588  125        145  897  271        88 1170  16  173 1673  124
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:          39  588  125        145  897  271        88 1170  16  173 1673  124
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.65  0.35        1.00 1.54  0.46        1.00 2.96  0.04 1.00 2.79  0.21
Final Sat.:           1500 2474  526        1500 2304  696        1500 4439  61 1500 4189  311
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.24  0.24        0.10 0.39  0.39        0.06 0.26  0.26 0.12 0.40  0.40
Crit Volume:          39          584  88          599
Crit Moves:          ****          ****  ****          ****
*****

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

```

*****
Intersection #129 Tampa Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.844
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        119          Level Of Service:          D
*****
Street Name:          Tampa Ave          Victory Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Prot+Permit          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             76  684  138      258 1066  226      81 1439  74      83 1563  97
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          76  684  138      258 1066  226      81 1439  74      83 1563  97
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           76  684  138      258 1066  226      81 1439  74      83 1563  97
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          76  684  138      258 1066  226      81 1439  74      83 1563  97
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          76  684  138      258 1066  226      81 1439  74      83 1563  97
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 2.00  1.00      1.00 3.00  1.00      1.00 3.00  1.00
Final Sat.:           1425 2850  1425      1425 2850  1425      1425 4275  1425      1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.24  0.10      0.18 0.37  0.16      0.06 0.34  0.05      0.06 0.37  0.07
Crit Volume:          342          258          81          521
Crit Moves:           ****          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #130
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.279
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      1 0 2 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      137 165      69      32 223      278      160 1502      101      51 814      10
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      137 165      69      32 223      278      160 1502      101      51 814      10
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      137 165      69      32 223      278      160 1502      101      51 814      10
Reduct Vol:      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      137 165      69      32 223      278      160 1502      101      51 814      10
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      137 165      69      32 223      278      160 1502      101      51 814      10
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.00      1.00      1.00 2.00      1.00      1.00 0.94      0.06      1.00 1.00      1.00
Final Sat.:      1425 2850      1425      1425 2850      1425      1425 1335      90      1425 1425      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.10 0.06      0.05      0.02 0.08      0.20      0.11 1.12      1.12      0.04 0.57      0.01
Crit Volume:      137      32      1603      51
Crit Moves:      ****      ****      ****      ****
*****

```

Future WP Mitigated+Variel Improvement AM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #131
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.658
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Prot+Permit
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 3 0 2      2 0 2 0 1      1 0 3 0 1      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      28 444 335 696 965 162 87 362 90 156 485 284
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 444 335 696 965 162 87 362 90 156 485 284
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 28 444 335 696 965 162 87 362 90 156 485 284
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 444 335 696 965 162 87 362 90 156 485 284
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.10 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 444 369 766 965 162 87 362 90 156 485 284
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 3.00 2.00 2.00 2.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00
Final Sat.: 1425 4275 2850 2850 2850 1425 1425 4275 1425 1425 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.02 0.10 0.13 0.27 0.34 0.11 0.06 0.08 0.06 0.11 0.17 0.20
Crit Volume: 184 383 87 284
Crit Moves: **** **** **** ****
*****

```

Future WP Mitigated+Variel Improvement AM Peak Hour
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```

*****
Intersection #132
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.465
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 2 0 0      0 0 3 0 0      2 0 0 1 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 771 0      0 1516 0      177 0 287      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 771 0      0 1516 0      177 0 287      0 0 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 771 0      0 1516 0      177 0 287      0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 771 0      0 1516 0      177 0 287      0 0 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.10  1.00 1.00 1.00
FinalVolume:  0 771 0      0 1516 0      195 0 316      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 2.00 0.00  0.00 3.00 0.00  2.00 0.00 2.00  0.00 0.00 0.00
Final Sat.:  0 2850 0      0 4275 0      2850 0 2850      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.27 0.00  0.00 0.35 0.00  0.07 0.00 0.11  0.00 0.00 0.00
Crit Volume:  0          505          158 0
Crit Moves:  ****          ****          ****
*****

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*****
Intersection #133
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.684
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      2 0 3 0 0      0 0 3 0 1      0 0 0 0 0      1 1 0 1 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      426 513 0      0 1156 524      0 0 0      383 11 393
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 426 513 0      0 1156 524      0 0 0      383 11 393
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 426 513 0      0 1156 524      0 0 0      383 11 393
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 426 513 0      0 1156 524      0 0 0      383 11 393
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume: 469 513 0      0 1156 524      0 0 0      421 11 432
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 3.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 1.95 0.05 2.00
Final Sat.: 2850 4275 0      0 4275 1425      0 0 0      2785 73 2843
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.16 0.12 0.00 0.00 0.27 0.37 0.00 0.00 0.00 0.15 0.15 0.15
Crit Volume: 234      524      0      217
Crit Moves: ****      ****      ****
*****

```

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```

*****
Intersection #134
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.618
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:      0 0 0 0 0      0 0 0 0 0      0 0 2 0 1      0 0 2 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0 0      0 0 0 0 0      0 653 880      0 1044 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0      0 0 0 0 0      0 653 880      0 1044 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0      0 0 0 0 0      0 653 880      0 1044 0
Reduct Vol: 0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Reduced Vol: 0 0 0 0 0      0 0 0 0 0      0 653 880      0 1044 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0      0 0 0 0 0      0 653 880      0 1044 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0 0      0 0 0 0 0      0 2850 1425      0 2850 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.62 0.00 0.37 0.00
Crit Volume: 0 0 0 0 0      0 0 0 0 0      880 0
Crit Moves: *****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #135 Canoga Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.798
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71          Level Of Service:          C
*****
Street Name:          Canoga Ave          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             76  583  306          145  633          6          16  688          88  263  580  197
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          76  583  306          145  633          6          16  688          88  263  580  197
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           76  583  306          145  633          6          16  688          88  263  580  197
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          76  583  306          145  633          6          16  688          88  263  580  197
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          76  583  306          145  633          6          16  688          88  263  580  197
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.31  0.69          1.00 1.98  0.02          1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 1967  1033          1500 2972          28          1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.30  0.30          0.10 0.21  0.21          0.01 0.23  0.06  0.18 0.19  0.13
Crit Volume:          445    145          344    263
Crit Moves:           ****    ****          ****    ****
*****

```

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```

*****
Intersection #136 De Soto Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.862
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          De Soto Ave          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              83 1308    140    135 1754    504    282  674    44    115  889    73
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           83 1308    140    135 1754    504    282  674    44    115  889    73
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           83 1308    140    135 1754    504    282  674    44    115  889    73
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          83 1308    140    135 1754    504    282  674    44    115  889    73
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.00 1.00    1.00
FinalVolume:          83 1308    140    135 1754    504    310  674    44    115  889    73
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.71    0.29    1.00 2.33    0.67    2.00 2.82    0.18    1.00 2.77    0.23
Final Sat.:          1425 3862    413    1425 3321    954    2850 4013    262    1425 3951    324
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.34    0.34    0.09 0.53    0.53    0.11 0.17    0.17    0.08 0.23    0.23
Crit Volume:          483          753          155          321
Crit Moves:
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #137 Topanga Canyon Blvd/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.731
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  3  0  1          1  0  2  1  0          0  0  1! 0  0          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1579    357    114 1795    28          0    0    0    730    25    90
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           0 1579    357    114 1795    28          0    0    0    730    25    90
User Adj:              1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            0 1579    0    114 1795    28          0    0    0    730    25    90
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 1579    0    114 1795    28          0    0    0    730    25    90
PCE Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:           0 1579    0    114 1795    28          0    0    0    803    25    90
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 0.00 3.00    1.00    1.00 2.95    0.05    0.00 1.00    0.00    2.00 0.22    0.78
Final Sat.:            0 4275    1425    1425 4209    66          0 1425    0    2850    310    1115
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.37    0.00    0.08 0.43    0.43    0.00 0.00    0.00    0.28 0.08    0.08
Crit Volume:           526          114          0          402
Crit Moves:            ****          ****          ****
*****

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```

*****
Intersection #138 Canoga Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.743
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          C
*****
Street Name:          Canoga Ave          Parthenia St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            33  681  237          82  852  24          55  461  135          318  806  232
Growth Adj:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:         33  681  237          82  852  24          55  461  135          318  806  232
User Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:          33  681  237          82  852  24          55  461  135          318  806  232
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         33  681  237          82  852  24          55  461  135          318  806  232
PCE Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:         33  681  237          82  852  24          55  461  135          318  806  232
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:              1.00 1.48  0.52          1.00 1.95  0.05          1.00 2.00  1.00          1.00 1.55  0.45
Final Sat.:          1500 2225  775          1500 2918  82          1500 3000  1500          1500 2329  671
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.02 0.31  0.31          0.05 0.29  0.29          0.04 0.15  0.09          0.21 0.35  0.35
Crit Volume:                459          82          55          519
Crit Moves:                ****          ****          ****          ****
*****

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*****
Intersection #139 De Soto Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.879
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        154          Level Of Service:          D
*****
Street Name:          De Soto Ave          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              61 1283          74          86 1532          148          114 651          80          112 1036          164
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           61 1283          74          86 1532          148          114 651          80          112 1036          164
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           61 1283          74          86 1532          148          114 651          80          112 1036          164
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          61 1283          74          86 1532          148          114 651          80          112 1036          164
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          61 1283          74          86 1532          148          114 651          80          112 1036          164
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.84          0.16          1.00 2.74          0.26          1.00 2.00          1.00          1.00 2.00          1.00
Final Sat.:          1425 4042          233          1425 3898          377          1425 2850          1425          1425 2850          1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.32          0.32          0.06 0.39          0.39          0.08 0.23          0.06          0.08 0.36          0.12
Crit Volume:          61          560          114          518
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #140 Fallbrook Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.765
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    1    1          1    0    2    0    1          1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             102    254    400          47    191    48          33    675    189          474    762    231
Growth Adj:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:          102    254    400          47    191    48          33    675    189          474    762    231
User Adj:             1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:           102    254    400          47    191    48          33    675    189          474    762    231
Reduct Vol:           0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:          102    254    400          47    191    48          33    675    189          474    762    231
PCE Adj:              1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.10          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
FinalVolume:          102    254    440          47    191    48          33    675    189          474    762    231
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425          1425    1425    1425          1425    1425    1425          1425    1425    1425
Adjustment:           1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:                1.00    1.10    1.90          1.00    2.00    1.00          1.00    2.00    1.00          1.00    2.00    1.00
Final Sat.:           1425    1565    2710          1425    2850    1425          1425    2850    1425          1425    2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07    0.16    0.16          0.03    0.07    0.03          0.02    0.24    0.13          0.33    0.27    0.16
Crit Volume:          231          47          338          474
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #141 Shoup Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.911
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Roscoe Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             93  168  435          14  303          20          27  1047          97  358  1319          11
Growth Adj:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Initial Bse:           93  168  435          14  303          20          27  1047          97  358  1319          11
User Adj:             1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
PHF Volume:           93  168  435          14  303          20          27  1047          97  358  1319          11
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          93  168  435          14  303          20          27  1047          97  358  1319          11
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
FinalVolume:          93  168  435          14  303          20          27  1047          97  358  1319          11
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425  1425  1425          1425  1425  1425          1425  1425  1425          1425  1425  1425
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00
Lanes:                1.00  1.00  1.00          1.00  0.94  0.06          1.00  2.00  1.00          1.00  2.00  1.00
Final Sat.:           1425  1425  1425          1425  1337          88          1425  2850  1425          1425  2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07  0.12  0.31          0.01  0.23          0.23          0.02  0.37          0.07          0.25  0.46          0.01
Crit Volume:          93          323          524          358
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #142 Canoga Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.798
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        92          Level Of Service:          C
*****
Street Name:          Canoga Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             77  641    86          88 1133    110          153 926    42          138 1022    135
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          77  641    86          88 1133    110          153 926    42          138 1022    135
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           77  641    86          88 1133    110          153 926    42          138 1022    135
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          77  641    86          88 1133    110          153 926    42          138 1022    135
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          77  641    86          88 1133    110          153 926    42          138 1022    135
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425          1425 1425    1425          1425 1425    1425          1425 1425    1425
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.00    1.00          1.00 2.00    1.00          1.00 2.87    0.13          1.00 3.00    1.00
Final Sat.:           1425 2850    1425          1425 2850    1425          1425 4090    185          1425 4275    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.22    0.06    0.06 0.40    0.08    0.11 0.23    0.23    0.10 0.24    0.09
Crit Volume:          77          567          153          341
Crit Moves:          ****          ****          ****          ****
*****

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```

*****
Intersection #143 De Soto Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.774
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        101          Level Of Service:          C
*****
Street Name:          De Soto Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  3  0  1          2  0  2  1  0          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              96  857    40          72 1320    162    357  555    40    114  963    41
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           96  857    40          72 1320    162    357  555    40    114  963    41
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           96  857    40          72 1320    162    357  555    40    114  963    41
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          96  857    40          72 1320    162    357  555    40    114  963    41
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:         106  857    40          79 1320    162    393  555    40    125  963    41
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                2.00 3.00    1.00    2.00 2.67    0.33    2.00 2.80    0.20    2.00 3.00    1.00
Final Sat.:          2750 4125    1375    2750 3674    451    2750 3848    277    2750 4125    1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.21    0.03    0.03 0.36    0.36    0.14 0.14    0.14    0.05 0.23    0.03
Crit Volume:          53          494    196          321
Crit Moves:          ****          ****    ****          ****
*****

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```

*****
Intersection #144 Mason Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.792
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69          Level Of Service:          C
*****
Street Name:          Mason Ave          Roscoe Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             82  851    94        97 1150    168    142  926    69    93 1023    144
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          82  851    94        97 1150    168    142  926    69    93 1023    144
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           82  851    94        97 1150    168    142  926    69    93 1023    144
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          82  851    94        97 1150    168    142  926    69    93 1023    144
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          82  851    94        97 1150    168    142  926    69    93 1023    144
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.79    0.21    1.00 2.63    0.37
Final Sat.:          1500 3000    1500    1500 3000    1500    1500 4188    312    1500 3945    555
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.28    0.06    0.06 0.38    0.11    0.09 0.22    0.22    0.06 0.26    0.26
Crit Volume:          82          575          142          389
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #145 Winnetka Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.710
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79          Level Of Service:          C
*****
Street Name:          Winnetka Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1        1  0  3  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             118  850  171        102 1062  131        143  858   88        136  952  133
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          118  850  171        102 1062  131        143  858   88        136  952  133
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           118  850  171        102 1062  131        143  858   88        136  952  133
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          118  850  171        102 1062  131        143  858   88        136  952  133
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          118  850  171        102 1062  131        143  858   88        136  952  133
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375        1375 1375  1375        1375 1375  1375        1375 1375  1375
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.00 3.00  1.00        1.00 3.00  1.00        1.00 2.72  0.28        1.00 2.63  0.37
Final Sat.:           1375 4125  1375        1375 4125  1375        1375 3741  384        1375 3619  506
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.21  0.12        0.07 0.26  0.10        0.10 0.23  0.23        0.10 0.26  0.26
Crit Volume:          118                  354                  143                  362
Crit Moves:          ****                  ****                  ****                  ****
*****

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```

*****
Intersection #146 Fallbrook Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.622
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             97  614  126          29  884  42          69  481  220          154  394  54
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          97  614  126          29  884  42          69  481  220          154  394  54
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           97  614  126          29  884  42          69  481  220          154  394  54
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          97  614  126          29  884  42          69  481  220          154  394  54
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          97  614  126          29  884  42          69  481  220          154  394  54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 1.76  0.24
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500          1500 2638  362
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.20  0.08          0.02 0.29  0.03          0.05 0.16  0.15          0.10 0.15  0.15
Crit Volume:          97          442          240          154
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #147 Shoup Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.626
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        39          Level Of Service:          B
*****
Street Name:          Shoup Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             80  600   39        66  764   15        56  492   122   224  570   72
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          80  600   39        66  764   15        56  492   122   224  570   72
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           80  600   39        66  764   15        56  492   122   224  570   72
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          80  600   39        66  764   15        56  492   122   224  570   72
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          80  600   39        66  764   15        56  492   122   224  570   72
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 1.96  0.04      1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:          1500 3000  1500      1500 2942   58      1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.20  0.03      0.04 0.26  0.26      0.04 0.16  0.08  0.15 0.19  0.05
Crit Volume:          80          390          246          224
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #148 Mason Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.936
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Mason Ave          Saticoy St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              107  673   35   141 1244   149   134  960   95   149 1083   116
Growth Adj:            1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
Initial Bse:           107  673   35   141 1244   149   134  960   95   149 1083   116
User Adj:              1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
PHF Volume:           107  673   35   141 1244   149   134  960   95   149 1083   116
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          107  673   35   141 1244   149   134  960   95   149 1083   116
PCE Adj:              1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00  1.00 1.00   1.00
FinalVolume:          107  673   35   141 1244   149   134  960   95   149 1083   116
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500  1500 1500   1500 1500   1500  1500 1500   1500
Adjustment:           1.00 1.00   1.00  1.00 1.00   1.00 1.00   1.00  1.00 1.00   1.00
Lanes:                1.00 2.00   1.00  1.00 2.00   1.00 2.00   1.00  1.00 2.00   1.00
Final Sat.:          1500 3000   1500  1500 3000   1500 3000   1500  1500 3000   1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.22   0.02   0.09 0.41   0.10   0.09 0.32   0.06   0.10 0.36   0.08
Crit Volume:          107          622          134          542
Crit Moves:          ****              ****              ****              ****
*****

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```

*****
Intersection #149 Winnetka Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.788
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Winnetka Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  3  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             109  780  127          138 1080  132          104  915  121          109 1080  139
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          109  780  127          138 1080  132          104  915  121          109 1080  139
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           109  780  127          138 1080  132          104  915  121          109 1080  139
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          109  780  127          138 1080  132          104  915  121          109 1080  139
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          109  780  127          138 1080  132          104  915  121          109 1080  139
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 3.00  1.00          1.00 3.00  1.00          1.00 1.77  0.23          1.00 1.77  0.23
Final Sat.:           1500 4500  1500          1500 4500  1500          1500 2650  350          1500 2658  342
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.17  0.08          0.09 0.24  0.09          0.07 0.35  0.35          0.07 0.41  0.41
Crit Volume:          109          360          104          610
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #150 Fallbrook Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.759
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              C
*****
Street Name:          Fallbrook Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              134   734   176      97 1142   147   137   767   191   127   717   71
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           134   734   176      97 1142   147   137   767   191   127   717   71
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           134   734   176      97 1142   147   137   767   191   127   717   71
Reduct Vol:            0      0      0      0      0      0      0      0      0      0
Reduced Vol:          134   734   176      97 1142   147   137   767   191   127   717   71
PCE Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          134   734   176      97 1142   147   137   767   191   127   717   71
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:            1425 2850   1425   1425 2850   1425   1425 2850   1425   1425 2850   1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.26   0.12   0.07 0.40   0.10   0.10 0.27   0.13   0.09 0.25   0.05
Crit Volume:           367              571              384              127
Crit Moves:
*****

```

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```

*****
Intersection #151 Winnetka Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.924
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              96  852  130          194 1313  126          118 1116  153          237 1529  201
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           96  852  130          194 1313  126          118 1116  153          237 1529  201
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            96  852  130          194 1313  126          118 1116  153          237 1529  201
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           96  852  130          194 1313  126          118 1116  153          237 1529  201
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           96  852  130          194 1313  126          118 1116  153          237 1529  201
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                 1.00 2.60  0.40          1.00 2.74  0.26          1.00 2.64  0.36          1.00 2.65  0.35
Final Sat.:            1375 3579  546          1375 3764  361          1375 3628  497          1375 3646  479
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07 0.24  0.24          0.14 0.35  0.35          0.09 0.31  0.31          0.17 0.42  0.42
Crit Volume:           96          480          118          577
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #152 Woodlake Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.408
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  1  0          0  1  0  1  0          0  1  0  1  0          0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             56  149    72          66  195    81          54  486    51          62  389    51
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          56  149    72          66  195    81          54  486    51          62  389    51
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           56  149    72          66  195    81          54  486    51          62  389    51
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          56  149    72          66  195    81          54  486    51          62  389    51
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          2.00 1.00  1.00          2.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Final Volume:         56  149    72          66  195    81          108  486    51          124  389    51
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.40 1.08  0.52          0.39 1.14  0.47          0.20 1.64  0.16          0.28 1.54  0.18
Final Sat.:           606 1614  780          579 1711  711          302 2461  237          423 2306  271
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.09  0.09          0.11 0.11  0.11          0.18 0.20  0.22          0.15 0.17  0.19
Crit Volume:          56          171          323          62
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

Scenario Report

Scenario: Future With Project Mitigated+Variel Improvement PM

Command: Future WP Victory + Variel PM Mitigated
Volume: Future WP - Variel Bridge - PM
Geometry: Future Base With Variel - Plus Mitigation
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Future WP Mitigated+Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #1 Vanowen/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.056
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Cyn Blvd          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  2  0  2          1  0  2  1  0          2  0  1  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             199 1773   216   179 1211   131   116 725   72   129 751   157
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          199 1773   216   179 1211   131   116 725   72   129 751   157
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           199 1773   216   179 1211   131   116 725   72   129 751   157
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          199 1773   216   179 1211   131   116 725   72   129 751   157
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.10   1.00 1.00   1.00   1.10 1.00   1.00   1.00 1.00   1.00
FinalVolume:          219 1773   238   179 1211   131   128 725   72   129 751   157
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                2.00 2.00   2.00   1.00 2.71   0.29   2.00 1.82   0.18   1.00 2.00   1.00
Final Sat.:           2850 2850   2850   1425 3858   417   2850 2593   257   1425 2850   1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.62   0.08   0.13 0.31   0.31   0.04 0.28   0.28   0.09 0.26   0.11
Crit Volume:          887          179          64          376
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

```

*****
Intersection #2 Vanowen/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.777
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        65          Level Of Service:          C
*****
Street Name:          Canoga Ave          Vanowen St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1        1  0  2  0  1        1  0  3  0  1        1  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             196 1531    305    175 1040    125    190 810    71    139 778    153
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          196 1531    305    175 1040    125    190 810    71    139 778    153
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           196 1531    305    175 1040    125    190 810    71    139 778    153
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          196 1531    305    175 1040    125    190 810    71    139 778    153
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          196 1531    305    175 1040    125    190 810    71    139 778    153
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00    1.00 2.00    1.00    1.00 3.00    1.00    1.00 3.00    1.00
Final Sat.:           1500 4500    1500    1500 3000    1500    1500 4500    1500    1500 4500    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.34    0.20    0.12 0.35    0.08    0.13 0.18    0.05    0.09 0.17    0.10
Crit Volume:          196          520          190          259
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #3 Vanowen/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.007
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Prot+Permit          Prot+Permit
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0
Lanes:                   1  0  2  1  0          1  0  3  0  1          1  0  3  0  1          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                68 1673  188          113 1127  235          191 1591  133          172 992  157
Growth Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:              68 1673  188          113 1127  235          191 1591  133          172 992  157
User Adj:                1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:              68 1673  188          113 1127  235          191 1591  133          172 992  157
Reduct Vol:               0      0      0          0      0      0          0      0      0
Reduced Vol:              68 1673  188          113 1127  235          191 1591  133          172 992  157
PCE Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:                 1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:              68 1673  188          113 1127  235          191 1591  133          172 992  157
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                   1.00 2.70  0.30          1.00 3.00  1.00          1.00 3.00  1.00          1.00 2.59  0.41
Final Sat.:              1425 3843  432          1425 4275  1425          1425 4275  1425          1425 3691  584
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.05 0.44  0.44          0.08 0.26  0.16          0.13 0.37  0.09          0.12 0.27  0.27
Crit Volume:              620          113          530          172
Crit Moves:              ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #4 Victory/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.890
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  0  1          2  0  3  0  1          2  0  3  1  0          2  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             194 1765   416   237 1052   129   192 1099   204   325  909   246
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          194 1765   416   237 1052   129   192 1099   204   325  909   246
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           194 1765   416   237 1052   129   192 1099   204   325  909   246
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          194 1765   416   237 1052   129   192 1099   204   325  909   246
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          213 1765   416   261 1052   129   211 1099   204   358  909   246
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                2.00 3.00   1.00   2.00 3.00   1.00   2.00 3.37   0.63   2.00 3.00   1.00
Final Sat.:           2750 4125   1375   2750 4125   1375   2750 4639   861   2750 4125   1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.43   0.30   0.09 0.26   0.09   0.08 0.24   0.24   0.13 0.22   0.18
Crit Volume:          588          130          326          179
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #5 Victory/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.909
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Victory Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1        2  0  2  1  0        1  0  4  0  1        2  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             212 1416    520    175 903    161    146 2195    211    238 1573    222
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          212 1416    520    175 903    161    146 2195    211    238 1573    222
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           212 1416    520    175 903    161    146 2195    211    238 1573    222
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          212 1416    520    175 903    161    146 2195    211    238 1573    222
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:          212 1416    520    193 903    161    146 2195    211    262 1573    222
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00    2.00 2.55    0.45    1.00 4.00    1.00    2.00 3.51    0.49
Final Sat.:           1425 4275    1425    2850 3628    647    1425 5700    1425    2850 4995    705
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.33    0.36    0.07 0.25    0.25    0.10 0.39    0.15    0.09 0.31    0.31
Crit Volume:          520    96          549          131
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #6 Victory/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.858
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        160          Level Of Service:          D
*****
Street Name:          De Soto Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Ovl              Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  0  1          2  0  4  0  1          2  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             156 1148   463   126 971   280   497 2311   209   272 1537   136
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          156 1148   463   126 971   280   497 2311   209   272 1537   136
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           156 1148   463   126 971   280   497 2311   209   272 1537   136
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          156 1148   463   126 971   280   497 2311   209   272 1537   136
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          172 1148   463   139 971   280   547 2311   209   299 1537   136
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                2.00 3.00   1.00   2.00 4.00   1.00   2.00 4.00   1.00   2.00 3.67   0.33
Final Sat.:           2750 4125   1375   2750 5500   1375   2750 5500   1375   2750 5053   447
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.28   0.34   0.05 0.18   0.20   0.20 0.42   0.15   0.11 0.30   0.30
Crit Volume:          383          69          578          150
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
City of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #7 Erwin/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.801
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  1  0          1  0  1  1  0          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             313 1872   122   132 1368   52   182 247   164   194 465   160
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          313 1872   122   132 1368   52   182 247   164   194 465   160
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           313 1872   122   132 1368   52   182 247   164   194 465   160
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          313 1872   122   132 1368   52   182 247   164   194 465   160
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00
FinalVolume:          313 1872   122   132 1368   52   182 247   164   213 465   160
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 3.00   1.00   1.00 2.89   0.11   1.00 1.20   0.80   2.00 2.00   1.00
Final Sat.:           1500 4500   1500   1500 4335   165   1500 1803   1197   3000 3000   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.21 0.42   0.08   0.09 0.32   0.32   0.12 0.14   0.14   0.07 0.16   0.11
Crit Volume:          313          473   182          233
Crit Moves:          ****          ****   ****          ****
*****

```

Future WP Mitigated+Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #8 Erwin/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.640
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Protected          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               2  0  2  0  1          1  0  2  0  2          2  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:            167  731    77    208  661    445    414  733    176    89  523    148
Growth Adj:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:         167  731    77    208  661    445    414  733    176    89  523    148
User Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:          167  731    77    208  661    445    414  733    176    89  523    148
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         167  731    77    208  661    445    414  733    176    89  523    148
PCE Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:             1.10 1.00    1.00    1.00 1.00    1.10    1.10 1.00    1.00    1.00 1.00    1.00
FinalVolume:         184  731    77    208  661    490    455  733    176    89  523    148
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:          1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:              2.00 2.00    1.00    1.00 2.00    2.00    2.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:          2850 2850    1425    1425 2850    2850    2850 2850    1425    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.06 0.26    0.05    0.15 0.23    0.17    0.16 0.26    0.12    0.06 0.18    0.10
Crit Volume:          92          331          228          262
Crit Moves:          ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #9 Erwin/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.736
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Canoga Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Prot+Permit          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  2  1  0          1  0  2  1  0          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             212 1864    105          97 1246    215    259 412    178    105 344    250
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          212 1864    105          97 1246    215    259 412    178    105 344    250
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           212 1864    105          97 1246    215    259 412    178    105 344    250
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          212 1864    105          97 1246    215    259 412    178    105 344    250
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.10 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:          233 1864    105          97 1246    215    285 412    178    116 344    250
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                2.00 2.84    0.16    1.00 2.56    0.44    2.00 2.00    1.00    2.00 2.00    1.00
Final Sat.:           2850 4047    228    1425 3646    629    2850 2850    1425    2850 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.46    0.46    0.07 0.34    0.34    0.10 0.14    0.12    0.04 0.12    0.18
Crit Volume:          656          487          142          250
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #10 Erwin/Variel
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.607
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        37          Level Of Service:          B
*****
Street Name:          Variel Ave                      Erwin St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|
Control:               Permitted            Permitted            Permitted            Permitted
Rights:                Include              Include              Include              Include
Min. Green:            0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                 1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              40  665    25    112  343    163    305  417    100    48  219    78
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           40  665    25    112  343    163    305  417    100    48  219    78
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           40  665    25    112  343    163    305  417    100    48  219    78
Reduct Vol:            0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:          40  665    25    112  343    163    305  417    100    48  219    78
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Final Volume:          40  665    25    112  343    163    305  417    100    48  219    78
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 1.93    0.07    1.00 1.36    0.64    1.00 1.61    0.39    1.00 1.47    0.53
Final Sat.:            1500 2891    109    1500 2034    966    1500 2420    580    1500 2212    788
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.23    0.23    0.07 0.17    0.17    0.20 0.17    0.17    0.03 0.10    0.10
Crit Volume:           345    112          305          149
Crit Moves:            ****      ****          ****          ****
*****

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*****
Intersection #11 Erwin/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.645
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          B
*****
Street Name:          De Soto Ave          Erwin St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Ovl          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  4  0  1          1  0  1! 0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             157 1891    32    22 1233    281    301    16    348    11    14    11
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
Initial Bse:          157 1891    32    22 1233    281    301    16    348    11    14    11
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
PHF Volume:           157 1891    32    22 1233    281    301    16    348    11    14    11
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          157 1891    32    22 1233    281    301    16    348    11    14    11
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.10 1.00 1.00 1.00
FinalVolume:          157 1891    32    22 1233    281    331    16    383    11    14    11
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425 1425 1425 1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
Lanes:               1.00 2.95    0.05    1.00 4.00    1.00    1.36 0.07    1.57 1.00 1.12 0.88
Final Sat.:           1425 4204    71    1425 5700    1425    1939    94    2242    1425 1596 1254
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.45    0.45    0.02 0.22    0.20    0.17 0.17    0.17    0.01 0.01 0.01
Crit Volume:          641          22          243          13
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #12 Oxnard/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.855
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        128          Level Of Service:          D
*****
Street Name:          Topanga Cyn Blvd          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Ovl
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  1  0          1  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             224 1840   335          96 1366   98   158 549   182   421 770   157
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          224 1840   335          96 1366   98   158 549   182   421 770   157
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           224 1840   335          96 1366   98   158 549   182   421 770   157
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          224 1840   335          96 1366   98   158 549   182   421 770   157
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00
FinalVolume:          224 1840   335          96 1366   98   158 549   182   463 770   157
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 3.00   1.00   1.00 2.80   0.20   1.00 2.00   1.00   2.00 2.00   1.00
Final Sat.:           1425 4275   1425   1425 3989   286   1425 2850   1425   2850 2850   1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.43   0.24   0.07 0.34   0.34   0.11 0.19   0.13   0.16 0.27   0.11
Crit Volume:          224          488          275          232
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #13 Oxnard/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.758
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Canoga Ave          Oxnard St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               2  0  3  0  1        1  0  3  0  1        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             210 1690   156   103 1267   97   194 745   179   145 478   87
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          210 1690   156   103 1267   97   194 745   179   145 478   87
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           210 1690   156   103 1267   97   194 745   179   145 478   87
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          210 1690   156   103 1267   97   194 745   179   145 478   87
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          231 1690   156   103 1267   97   194 745   179   145 478   87
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                2.00 3.00   1.00   1.00 3.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           2850 4275   1425   1425 4275   1425   1425 2850   1425   1425 2850   1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.40   0.11   0.07 0.30   0.07   0.14 0.26   0.13   0.10 0.17   0.06
Crit Volume:          563          422          372          145
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #14 Oxnard/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.759
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60          Level Of Service:          C
*****
Street Name:          De Soto Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                    1  0  3  0  1      1  0  4  0  1      1  0  1  0  1      1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                123 1847    202      48 1358    194      238 429    337      46 208    23
Growth Adj:              1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00
Initial Bse:              123 1847    202      48 1358    194      238 429    337      46 208    23
User Adj:                1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00
PHF Adj:                  1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00
PHF Volume:              123 1847    202      48 1358    194      238 429    337      46 208    23
Reduct Vol:               0      0      0      0      0      0      0      0      0      0
Reduced Vol:              123 1847    202      48 1358    194      238 429    337      46 208    23
PCE Adj:                  1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00
MLF Adj:                  1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00
FinalVolume:              123 1847    202      48 1358    194      238 429    337      46 208    23
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500    1500      1500 1500    1500      1500 1500    1500      1500 1500    1500
Adjustment:              1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00      1.00 1.00    1.00
Lanes:                    1.00 3.00    1.00      1.00 4.00    1.00      1.00 1.00    1.00      1.00 1.80    0.20
Final Sat.:              1500 4500    1500      1500 6000    1500      1500 1500    1500      1500 2701    299
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.08 0.41    0.13      0.03 0.23    0.13      0.16 0.29    0.22      0.03 0.08    0.08
Crit Volume:              616          48          429          46
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #15 Califa/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.699
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          B
*****
Street Name:          Topanga Cyn Blvd          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               0  0  3  0  1          1  0  3  0  0          0  0  0  0  0          0  0  1! 0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2240    116    114 1760    0    0    0    0    1    0    245
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:          0 2240    116    114 1760    0    0    0    0    1    0    245
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           0 2240    116    114 1760    0    0    0    0    1    0    245
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 2240    116    114 1760    0    0    0    0    1    0    245
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.10
FinalVolume:          0 2240    116    114 1760    0    0    0    0    1    0    270
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425 1425 1425    1425 1425 1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:                0.00 3.00    1.00    1.00 3.00    0.00 0.00 0.00    0.00 0.01 0.00
Final Sat.:           0 4275    1425    1425 4275    0    0    0    0    11    0    2839
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.52    0.08    0.08 0.41    0.00 0.00 0.00    0.00 0.09 0.00
Crit Volume:          747          114          0          135
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #16 Califa/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.541
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             18  511    59    188  506    27    43  183    72    189  192    295
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          18  511    59    188  506    27    43  183    72    189  192    295
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           18  511    59    188  506    27    43  183    72    189  192    295
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          18  511    59    188  506    27    43  183    72    189  192    295
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          18  511    59    188  506    27    43  183    72    189  192    295
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 1.79    0.21    1.00 1.90    0.10    1.00 1.44    0.56    1.00 1.00    1.00
Final Sat.:          1500 2689    311    1500 2848    152    1500 2153    847    1500 1500    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.19    0.19    0.13 0.18    0.18    0.03 0.08    0.09    0.13 0.13    0.20
Crit Volume:          285          188          43          295
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #17 Califa/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.767
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Canoga Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  1  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             182 1802    165          84 1630    65          215 190    280          124 165    101
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          182 1802    165          84 1630    65          215 190    280          124 165    101
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           182 1802    165          84 1630    65          215 190    280          124 165    101
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          182 1802    165          84 1630    65          215 190    280          124 165    101
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          182 1802    165          84 1630    65          215 190    280          124 165    101
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:                1.00 2.75    0.25          1.00 2.88    0.12          1.00 1.00    1.00          1.00 1.24    0.76
Final Sat.:           1500 4123    377          1500 4327    173          1500 1500    1500          1500 1861    1139
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.44    0.44          0.06 0.38    0.38          0.14 0.13    0.19          0.08 0.09    0.09
Crit Volume:          182          565          280          124
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #18 Califa/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.665
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          B
*****
Street Name:          De Soto Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    3    0    0          0    0    3    0    1          0    0    0    0    2          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             82 2244          0          0 1608          146          0    0    362          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          82 2244          0          0 1608          146          0    0    362          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           82 2244          0          0 1608          146          0    0    362          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          82 2244          0          0 1608          146          0    0    362          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.10          1.00 1.00          1.00
FinalVolume:          82 2244          0          0 1608          146          0    0    398          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 3.00          0.00          0.00 3.00          1.00          0.00 0.00          2.00          0.00 0.00          0.00
Final Sat.:           1425 4275          0          0 4275          1425          0    0    2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.52          0.00          0.00 0.38          0.10          0.00 0.00          0.14          0.00 0.00          0.00
Crit Volume:          748          0          0          199          0
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #19 Burbank/US-101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.613
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        48          Level Of Service:          B
*****
Street Name:          US-101 WB On-Ramp          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    1    1    0          2    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          0    0    0          0    376    59    1192    621    0
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          0    0    0          0    376    59    1192    621    0
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          0    376    59    1192    621    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          0    376    59    1192    621    0
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.10 1.00 1.00
FinalVolume:           0    0    0          0    0    0          0    376    59    1311    621    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.00 1.00 0.00          1.00 1.73 0.27          2.00 2.00 0.00
Final Sat.:            0    0    0          0    1425    0          1425 2463    387          2850 2850    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.00 0.15 0.15          0.46 0.22 0.00
Crit Volume:           0          0          218    656
Crit Moves:
*****

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*****
Intersection #20 Burbank/Topanga Cyn
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.747
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73          Level Of Service:          C
*****
Street Name:          Topanga Cyn Blvd          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  1  0          1  0  3  0  1          1  0  1  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             454 2087   354          50 1226   385          57 174   187          394 969   68
Growth Adj:           1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Initial Bse:          454 2087   354          50 1226   385          57 174   187          394 969   68
User Adj:             1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
PHF Volume:           454 2087   354          50 1226   385          57 174   187          394 969   68
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          454 2087   354          50 1226   385          57 174   187          394 969   68
PCE Adj:              1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.10 1.00   1.00
FinalVolume:          499 2087   354          50 1226   385          57 174   187          433 969   68
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425          1425 1425   1425          1425 1425   1425          1425 1425   1425
Adjustment:           1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00          1.00 1.00   1.00
Lanes:                2.00 3.42   0.58          1.00 3.00   1.00          1.00 1.00   1.00          2.00 2.80   0.20
Final Sat.:           2850 4873   827          1425 4275   1425          1425 1425   1425          2850 3995   280
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.43   0.43          0.04 0.29   0.27          0.04 0.12   0.13          0.15 0.24   0.24
Crit Volume:          610    50          187    217
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #21 Burbank/Owensmouth
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.852
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        98          Level Of Service:          D
*****
Street Name:          Owensmouth Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             122    99    137    165    40    506    211    438    78    55    710    169
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          122    99    137    165    40    506    211    438    78    55    710    169
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           122    99    137    165    40    506    211    438    78    55    710    169
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          122    99    137    165    40    506    211    438    78    55    710    169
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:          122    99    137    165    40    506    211    438    78    55    710    169
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                1.00  0.42  0.58  1.00  1.00  1.00  1.00  2.00  1.00  1.00  1.62  0.38
Final Sat.:           1500  629    871  1500  1500  1500  1500  3000  1500  1500  2423    577
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08  0.16  0.16  0.11  0.03  0.34  0.14  0.15  0.05  0.04  0.29  0.29
Crit Volume:          122          506    211          440
Crit Moves:          ****          ****    ****          ****
*****

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*****
Intersection #22 Burbank/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.809
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        97          Level Of Service:          D
*****
Street Name:          Canoga Ave          Burbank Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                2  0  3  0  2          1  0  2  1  0          1  0  2  1  0          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             239 1669      82      95 1454      213      133 281      306      159 651      164
Growth Adj:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:          239 1669      82      95 1454      213      133 281      306      159 651      164
User Adj:             1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:           239 1669      82      95 1454      213      133 281      306      159 651      164
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          239 1669      82      95 1454      213      133 281      306      159 651      164
PCE Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:              1.10 1.00      1.10      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:          263 1669      90      95 1454      213      133 281      306      159 651      164
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                2.00 3.00      2.00      1.00 2.62      0.38      1.00 2.00      1.00      1.00 2.00      1.00
Final Sat.:           2850 4275      2850      1425 3729      546      1425 2850      1425      1425 2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.39      0.03      0.07 0.39      0.39      0.09 0.10      0.21      0.11 0.23      0.12
Crit Volume:          131          556          306          159
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #23 Burbank(N)/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.788
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        88          Level Of Service:          C
*****
Street Name:          De Soto Ave          Burbank Blvd (N)
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:              0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                   1  0  3  0  0          0  0  2  1  0          2  0  0  0  2          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:               109 1389          0          0 1770 196 651 0 551          0 0 0
Growth Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:            109 1389          0          0 1770 196 651 0 551          0 0 0
User Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:             109 1389          0          0 1770 196 651 0 551          0 0 0
Reduct Vol:              0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:            109 1389          0          0 1770 196 651 0 551          0 0 0
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10 1.00 1.00 1.00
FinalVolume:            109 1389          0          0 1770 196 716 0 606          0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:               1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                  1.00 3.00 0.00 0.00 2.70 0.30 2.00 0.00 2.00 0.00 0.00 0.00
Final Sat.:             1425 4275          0          0 3849 426 2850 0 2850          0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                0.08 0.32 0.00 0.00 0.46 0.46 0.25 0.00 0.21 0.00 0.00 0.00
Crit Volume:            109          655 358          0
Crit Moves:            ****          **** ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #24 US-101 WB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.606
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          Canoga Ave          US-101 WB Off-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    3    0    0          0    0    4    0    0          0    0    0    0    0          1    0    0    0    2
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    848          0          0    1840          0          0    0    0          230    0    735
Growth Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           0    848          0          0    1840          0          0    0    0          230    0    735
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:            0    848          0          0    1840          0          0    0    0          230    0    735
Reduct Vol:            0    0          0          0    0          0          0    0    0          0    0    0
Reduced Vol:           0    848          0          0    1840          0          0    0    0          230    0    735
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10
FinalVolume:           0    848          0          0    1840          0          0    0    0          230    0    809
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 4.00 0.00 0.00 0.00 0.00 1.00 0.00 2.00
Final Sat.:           0    4275          0          0    5700          0          0    0    0          1425    0    2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.20 0.00 0.00 0.32 0.00 0.00 0.00 0.00 0.16 0.00 0.28
Crit Volume:           0          460          0          404
Crit Moves:          ****          ****          ****
*****

```

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```

*****
Intersection #25 US-101 WB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.682
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58          Level Of Service:          B
*****
Street Name:          De Soto Ave          US-101 WB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  0          0  0  4  0  2          0  0  0  0  0          1  0  1! 0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             252 1045          0          0 1708          643          0    0    0          291    0    507
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          252 1045          0          0 1708          643          0    0    0          291    0    507
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           252 1045          0          0 1708          643          0    0    0          291    0    507
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          252 1045          0          0 1708          643          0    0    0          291    0    507
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.10          1.00 1.00          1.00          1.10 1.00          1.10
FinalVolume:          252 1045          0          0 1708          707          0    0    0          320    0    558
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 3.00          0.00          0.00 4.00          2.00          0.00 0.00          0.00          1.09 0.00          1.91
Final Sat.:           1425 4275          0          0 5700          2850          0    0    0          1559    0    2716
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.24          0.00          0.00 0.30          0.25          0.00 0.00          0.00          0.21 0.00          0.21
Crit Volume:          252          427          0          293
Crit Moves:          ****          ****          ****
*****

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```

*****
Intersection #26 US-101 EB/Canoga
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.580
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44          Level Of Service:          A
*****
Street Name:          Canoga Ave          US-101 EB On-Ramp
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    3    0    1          2    0    2    0    0          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    843    311          936    1154          0          0    0    0          0    0    0
Growth Adj:            1.00    1.00    1.00          1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:           0    843    311          936    1154          0          0    0    0          0    0    0
User Adj:              1.00    1.00    1.00          1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:               1.00    1.00    1.00          1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:            0    843    311          936    1154          0          0    0    0          0    0    0
Reduct Vol:            0    0    0          0    0          0          0    0    0          0    0    0
Reduced Vol:           0    843    311          936    1154          0          0    0    0          0    0    0
PCE Adj:               1.00    1.00    1.00          1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:               1.00    1.00    1.00          1.10    1.00          1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:           0    843    311          1030    1154          0          0    0    0          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425    1425    1425          1425    1425          1425    1425    1425    1425    1425    1425
Adjustment:            1.00    1.00    1.00          1.00    1.00          1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                 0.00    3.00    1.00          2.00    2.00          0.00    0.00    0.00    0.00    0.00    0.00
Final Sat.:            0    4275    1425          2850    2850          0          0    0    0          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00    0.20    0.22          0.36    0.40          0.00    0.00    0.00    0.00    0.00    0.00
Crit Volume:           311    515          0          0
Crit Moves:                ****    ****
*****

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*****
Intersection #27 US-101 EB/De Soto
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.710
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        64          Level Of Service:          C
*****
Street Name:          De Soto Ave          US-101 EB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    4    0    1          2    0    2    0    0          1    1    0    0    1          0    0    0    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0    747    257    840    832    0    530    2    247    0    0    0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0    747    257    840    832    0    530    2    247    0    0    0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0    747    257    840    832    0    530    2    247    0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0    747    257    840    832    0    530    2    247    0    0    0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0    747    257    924    832    0    583    2    247    0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 4.00 1.00 2.00 2.00 0.00 1.99 0.01 1.00 0.00 0.00 0.00
Final Sat.:           0 5700 1425 2850 2850    0 2840 10 1425    0    0    0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.13 0.18 0.32 0.29 0.00 0.21 0.21 0.17 0.00 0.00 0.00
Crit Volume:          257    462          293          0
Crit Moves:           ****    ****          ****
*****

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*****
Intersection #28 Topanga Canyon Blvd/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.932
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Topanga Canyon Blvd          Nordhoff St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          2  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             11 1794    155    124 1644    48    91    60    9    394 132    184
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          11 1794    155    124 1644    48    91    60    9    394 132    184
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           11 1794    155    124 1644    48    91    60    9    394 132    184
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          11 1794    155    124 1644    48    91    60    9    394 132    184
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:          11 1794    155    124 1644    48    91    60    9    433 132    184
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 0.87    0.13    2.00 1.00    1.00
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 1239    186    2850 1425    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.63    0.11    0.09 0.58    0.03    0.06 0.05    0.05    0.15 0.09    0.13
Crit Volume:          897          124          91          217
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #29 Topanga Canyon Blvd/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.189
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  0  1          1  0  2  0  2          2  0  2  0  1          2  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              248  882  267          195 1382  937          663 1088  96          480  861  118
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           248  882  267          195 1382  937          663 1088  96          480  861  118
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           248  882  267          195 1382  937          663 1088  96          480  861  118
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          248  882  267          195 1382  937          663 1088  96          480  861  118
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00          1.00 1.00  1.10          1.10 1.00  1.00          1.10 1.00  1.00
FinalVolume:          273  882  267          195 1382  1031          729 1088  96          528  861  118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375          1375 1375  1375          1375 1375  1375          1375 1375  1375
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                2.00 2.00  1.00          1.00 2.00  2.00          2.00 2.00  1.00          2.00 2.00  1.00
Final Sat.:          2750 2750  1375          1375 2750  2750          2750 2750  1375          2750 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.32  0.19          0.14 0.50  0.37          0.27 0.40  0.07          0.19 0.31  0.09
Crit Volume:          136          691          544          264
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #30 Topanga Canyon Blvd/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.326
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             118 1833    235    213 1173    162    115 1187    120    107 1091    189
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          118 1833    235    213 1173    162    115 1187    120    107 1091    189
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           118 1833    235    213 1173    162    115 1187    120    107 1091    189
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          118 1833    235    213 1173    162    115 1187    120    107 1091    189
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          118 1833    235    213 1173    162    115 1187    120    107 1091    189
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.82    0.18    1.00 1.70    0.30
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 2588    262    1425 2429    421
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.64    0.16    0.15 0.41    0.11    0.08 0.46    0.46    0.08 0.45    0.45
Crit Volume:          917          213          654          107
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #31 Shoup Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.968
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Sherman Way
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              164 1345   103   121  685   150   209 1202   129   57  551   62
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           164 1345   103   121  685   150   209 1202   129   57  551   62
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           164 1345   103   121  685   150   209 1202   129   57  551   62
Reduct Vol:            0      0      0      0      0      0      0      0      0      0
Reduced Vol:          164 1345   103   121  685   150   209 1202   129   57  551   62
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          164 1345   103   121  685   150   209 1202   129   57  551   62
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           1500 3000   1500   1500 3000   1500   1500 3000   1500   1500 3000   1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.11 0.45   0.07   0.08 0.23   0.10   0.14 0.40   0.09   0.04 0.18   0.04
Crit Volume:           673          121          601          57
Crit Moves:            ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #32 Topanga Canyon Blvd/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.235
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Topanga Canyon Blvd          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          2  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              168 1683   315   119 1202   129   259 1183   164   266 1017   151
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           168 1683   315   119 1202   129   259 1183   164   266 1017   151
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           168 1683   315   119 1202   129   259 1183   164   266 1017   151
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          168 1683   315   119 1202   129   259 1183   164   266 1017   151
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          168 1683   315   119 1202   129   285 1183   164   293 1017   151
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 2.00   1.00   2.00 2.00   1.00   2.00 1.74   0.26
Final Sat.:           1375 2750   1375   1375 2750   1375   2750 2750   1375   2750 2394   356
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.61  0.23   0.09 0.44   0.09   0.10 0.43   0.12   0.11 0.42   0.42
Crit Volume:           841          119          592          146
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #33 Owensmouth Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.784
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        67          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  0  1          1  0  1  1  0          1  0  2  0  1          2  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              110  451  254          64  328  76          77  1150  95  155  1001  65
Growth Adj:            1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:           110  451  254          64  328  76          77  1150  95  155  1001  65
User Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:               1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           110  451  254          64  328  76          77  1150  95  155  1001  65
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          110  451  254          64  328  76          77  1150  95  155  1001  65
PCE Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00  1.10  1.00  1.00
FinalVolume:          110  451  254          64  328  76          77  1150  95  171  1001  65
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500          1500  1500  1500          1500  1500  1500  1500  1500  1500
Adjustment:           1.00  1.00  1.00          1.00  1.00  1.00          1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                1.00  1.00  1.00          1.00  1.62  0.38          1.00  2.00  1.00  2.00  1.88  0.12
Final Sat.:           1500  1500  1500          1500  2436  564          1500  3000  1500  3000  2817  183
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07  0.30  0.17          0.04  0.13  0.13          0.05  0.38  0.06  0.06  0.36  0.36
Crit Volume:          451          64          575          85
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #34 Canoga Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.091
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Canoga Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              133 1490    239    126 925    157    148 1406    186    195 1265    163
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           133 1490    239    126 925    157    148 1406    186    195 1265    163
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            133 1490    239    126 925    157    148 1406    186    195 1265    163
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           133 1490    239    126 925    157    148 1406    186    195 1265    163
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:           133 1490    239    126 925    157    148 1406    186    215 1265    163
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.00    1.00    2.00 2.66    0.34
Final Sat.:            1425 2850    1425    1425 2850    1425    1425 2850    1425    2850 3787    488
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.52    0.17    0.09 0.32    0.11    0.10 0.49    0.13    0.08 0.33    0.33
Crit Volume:           745          463          703          107
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #35 De Soto Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.100
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Permitted          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  3  0  1          1  0  3  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              133 1821    323    172 1041    190    254 2195    169    187 1133    222
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           133 1821    323    172 1041    190    254 2195    169    187 1133    222
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           133 1821    323    172 1041    190    254 2195    169    187 1133    222
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          133 1821    323    172 1041    190    254 2195    169    187 1133    222
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          133 1821    323    172 1041    190    254 2195    169    187 1133    222
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 1.00 3.00    1.00    1.00 3.00    1.00    1.00 2.79    0.21    1.00 3.00    1.00
Final Sat.:           1425 4275    1425    1425 4275    1425    1425 3969    306    1425 4275    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.09 0.43    0.23    0.12 0.24    0.13    0.18 0.55    0.55    0.13 0.27    0.16
Crit Volume:           607          172          788          378
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #36 Fallbrook Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.881
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        121          Level Of Service:              D
*****
Street Name:          Fallbrook Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             132 1887   174   103 1521   265   193 705   149   154 678   159
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          132 1887   174   103 1521   265   193 705   149   154 678   159
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           132 1887   174   103 1521   265   193 705   149   154 678   159
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          132 1887   174   103 1521   265   193 705   149   154 678   159
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          132 1887   174   103 1521   265   193 705   149   154 678   159
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.75   0.25   1.00 2.55   0.45   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           1500 4120   380   1500 3832   668   1500 3000   1500   1500 3000   1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.46   0.46   0.07 0.40   0.40   0.13 0.24   0.10   0.10 0.23   0.11
Crit Volume:          687    103          193
Crit Moves:           ****    ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #37 Shoup Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.879
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        119          Level Of Service:          D
*****
Street Name:          Shoup Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             132 1478    94    62 660  121    156 783    97    92 724  126
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          132 1478    94    62 660  121    156 783    97    92 724  126
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           132 1478    94    62 660  121    156 783    97    92 724  126
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          132 1478    94    62 660  121    156 783    97    92 724  126
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          132 1478    94    62 660  121    156 783    97    92 724  126
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 3000  1500  1500 3000  1500  1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.49  0.06  0.04 0.22  0.08  0.10 0.26  0.06  0.06 0.24  0.08
Crit Volume:          739          62          156          362
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #38 Owensmouth Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.720
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        66          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  3  0  1          2  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             125   814   338   134  488   160   134 1178   99   168  902   154
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          125   814   338   134  488   160   134 1178   99   168  902   154
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           125   814   338   134  488   160   134 1178   99   168  902   154
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          125   814   338   134  488   160   134 1178   99   168  902   154
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
FinalVolume:          125   814   338   134  488   160   134 1178   99   185  902   154
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00  1.00 2.00  1.00  1.00 3.00  1.00  2.00 2.56  0.44
Final Sat.:           1425 2850  1425  1425 2850  1425  1425 4275  1425  2850 3652  623
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.29  0.24  0.09 0.17  0.11  0.09 0.28  0.07  0.06 0.25  0.25
Crit Volume:          407          134          393          92
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #39 Variel Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.648
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          B
*****
Street Name:          Variel Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:            139  396  150          70  25  38          70 1699  41          49 1081  82
Growth Adj:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:         139  396  150          70  25  38          70 1699  41          49 1081  82
User Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:          139  396  150          70  25  38          70 1699  41          49 1081  82
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:         139  396  150          70  25  38          70 1699  41          49 1081  82
PCE Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:         139  396  150          70  25  38          70 1699  41          49 1081  82
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:            1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:              1.00 1.45  0.55          1.00 1.00  1.00          1.00 2.93  0.07          1.00 2.79  0.21
Final Sat.:          1500 2176  824          1500 1500  1500          1500 4394  106          1500 4183  317
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:             0.09 0.18  0.18          0.05 0.02  0.03          0.05 0.39  0.39          0.03 0.26  0.26
Crit Volume:                273          70                580          49
Crit Moves:                ****          ****                ****          ****
*****

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```

*****
Intersection #40 Topanga Canyon Blvd/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.738
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        71          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             25 1909          86          97 1299          64 128 11 11 140 24 79
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          25 1909          86          97 1299          64 128 11 11 140 24 79
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           25 1909          86          97 1299          64 128 11 11 140 24 79
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          25 1909          86          97 1299          64 128 11 11 140 24 79
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          25 1909          86          97 1299          64 128 11 11 140 24 79
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.87 0.13 1.00 2.86 0.14 0.86 0.07 0.07 1.00 1.00 1.00
Final Sat.:           1425 4091 184 1425 4074 201 1216 105 105 1425 1425 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.47 0.47 0.07 0.32 0.32 0.11 0.11 0.11 0.10 0.02 0.06
Crit Volume:          665          97          150          140
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #41 Woodlake Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.724
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          C
*****
Street Name:          Woodlake Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  1  0          1  0  1  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             92  250  119          88  82  226          201  848          36          86  963  170
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          92  250  119          88  82  226          201  848          36          86  963  170
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           92  250  119          88  82  226          201  848          36          86  963  170
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          92  250  119          88  82  226          201  848          36          86  963  170
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          92  250  119          88  82  226          201  848          36          86  963  170
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.40 1.08  0.52          1.00 1.00  1.00          1.00 1.92  0.08          1.00 1.70  0.30
Final Sat.:           599 1627  774          1500 1500  1500          1500 2878  122          1500 2550  450
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.15  0.15          0.06 0.05  0.15          0.13 0.29  0.29          0.06 0.38  0.38
Crit Volume:          231          88          201          567
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #42 Fallbrook Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.960
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Fallbrook Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          2  0  2  1  0          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             364 1205  126          320 1105  300          435 772  167          100 1106  285
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          364 1205  126          320 1105  300          435 772  167          100 1106  285
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           364 1205  126          320 1105  300          435 772  167          100 1106  285
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          364 1205  126          320 1105  300          435 772  167          100 1106  285
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          364 1205  126          352 1105  300          435 772  167          100 1106  285
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          2.00 2.36  0.64          1.00 2.47  0.53          1.00 3.00  1.00
Final Sat.:           1425 2850  1425          2850 3362  913          1425 3515  760          1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26 0.42  0.09          0.12 0.33  0.33          0.31 0.22  0.22          0.07 0.26  0.20
Crit Volume:          364          468          435          100
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #43 Shoup Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.938
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Victory Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             217 1444   134   115 721   91    98 940   135   107 1043   172
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          217 1444   134   115 721   91    98 940   135   107 1043   172
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           217 1444   134   115 721   91    98 940   135   107 1043   172
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          217 1444   134   115 721   91    98 940   135   107 1043   172
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          217 1444   134   115 721   91    98 940   135   107 1043   172
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 1.83   0.17   1.00 1.78   0.22   1.00 2.62   0.38   1.00 2.58   0.42
Final Sat.:           1500 2745   255   1500 2664   336   1500 3935   565   1500 3863   637
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.53   0.53   0.08 0.27   0.27   0.07 0.24   0.24   0.07 0.27   0.27
Crit Volume:          789    115          98
Crit Moves:           ****    ****          ****          ****
*****

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*****
Intersection #44 Westfield Way (Pvt)/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.669
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:          Westfield Way (Pvt)          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  0  1          0  1  0  0  1          1  0  3  1  0          1  0  3  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              83    8    105    168    7    179    222 1969    91    51 1640    191
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           83    8    105    168    7    179    222 1969    91    51 1640    191
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           83    8    105    168    7    179    222 1969    91    51 1640    191
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          83    8    105    168    7    179    222 1969    91    51 1640    191
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          83    8    105    168    7    179    222 1969    91    51 1640    191
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425 1425 1425  1425 1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.91 0.09  1.00  0.96 0.04  1.00  1.00 3.82  0.18  1.00 3.58  0.42
Final Sat.:          1300 125  1425  1368  57  1425  1425 5448  252  1425 5105  595
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.07  0.12 0.12  0.13  0.16 0.36  0.36  0.04 0.32  0.32
Crit Volume:           105    168          222          458
Crit Moves:              ****          ****          ****
*****

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*****
Intersection #45 Owensmouth Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.792
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        110          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          2  0  3  0  1          2  0  3  1  0          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             223 1234    217    253  645    222    182 1780    118    117 1438    222
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          223 1234    217    253  645    222    182 1780    118    117 1438    222
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           223 1234    217    253  645    222    182 1780    118    117 1438    222
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          223 1234    217    253  645    222    182 1780    118    117 1438    222
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00    1.10 1.00    1.00
FinalVolume:          223 1234    217    278  645    222    200 1780    118    129 1438    222
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00    2.00 3.00    1.00    2.00 3.75    0.25    2.00 3.47    0.53
Final Sat.:           1375 4125    1375    2750 4125    1375    2750 5158    342    2750 4764    736
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.30    0.16    0.10 0.16    0.16    0.07 0.35    0.35    0.05 0.30    0.30
Crit Volume:          411          139          475          64
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #46 Variel Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.937
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Variel Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  4  0  1          2  0  3  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              180  718   83          51  234   111          373 2764   197          182 1829   114
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           180  718   83          51  234   111          373 2764   197          182 1829   114
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           180  718   83          51  234   111          373 2764   197          182 1829   114
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          180  718   83          51  234   111          373 2764   197          182 1829   114
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00
FinalVolume:          180  718   83          51  234   111          373 2764   197          200 1829   114
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          1.00 4.00  1.00          2.00 3.77  0.23
Final Sat.:          1425 2850  1425          1425 2850  1425          1425 5700  1425          2850 5366   334
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.25  0.06          0.04 0.08  0.08          0.26 0.48  0.14          0.07 0.34  0.34
Crit Volume:                359                117                373                486
Crit Moves:              ****                ****                ****                ****
*****

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*****
Intersection #47 Mason Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.838
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        115          Level Of Service:          D
*****
Street Name:          Mason Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Protected        Protected        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 0  1  0  1  1      2  0  1  1  1      2  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              184  223  118      180  164  325      592 2449  204      56 1508  251
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:           184  223  118      180  164  325      592 2449  204      56 1508  251
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           184  223  118      180  164  325      592 2449  204      56 1508  251
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          184  223  118      180  164  325      592 2449  204      56 1508  251
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.10      1.10 1.00  1.10      1.10 1.00  1.00      1.00 1.00  1.00
FinalVolume:          184  223  130      198  164  358      651 2449  204      56 1508  251
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:               1.00 1.00  1.00      2.00 1.00  2.00      2.00 3.00  1.00      1.00 3.00  1.00
Final Sat.:          1425 1425  1425      2850 1425  2850      2850 4275  1425      1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.16  0.09      0.07 0.12  0.13      0.23 0.57  0.14      0.04 0.35  0.18
Crit Volume:          223          99          816          56
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #48 Owensmouth Ave/Canyon Creek Rd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.604
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        58          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Canyon Creek Rd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               2  0  2  0  0          0  0  2  0  1          1  0  0  0  2          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             370 1146          0          0 993          69          71          0 293          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
Initial Bse:           370 1146          0          0 993          69          71          0 293          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
PHF Volume:           370 1146          0          0 993          69          71          0 293          0    0    0
Reduct Vol:           0    0    0          0    0    0          0          0    0    0          0    0    0
Reduced Vol:          370 1146          0          0 993          69          71          0 293          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
MLF Adj:              1.10 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.10 1.00 1.00 1.00
FinalVolume:          407 1146          0          0 993          69          71          0 322          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425 1425 1425 1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00 1.00 1.00 1.00
Lanes:               2.00 2.00          0.00          0.00 2.00          1.00          1.00 0.00          2.00 0.00 0.00 0.00
Final Sat.:           2850 2850          0          0 2850          1425          1425          0 2850          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.40          0.00          0.00 0.35          0.05          0.05 0.00          0.11 0.00 0.00 0.00
Crit Volume:          204          497          161          0
Crit Moves:          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
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*****
Intersection #49 Shoup Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.801
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Shoup Ave          Erwin St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Protected        Permitted        Split Phase      Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  2  0  1        1  0  1  1  0        0  0  1! 0  0        1  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              22 1434    151    147  844    12        7    7    10    242    12    400
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
Initial Bse:           22 1434    151    147  844    12        7    7    10    242    12    400
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
PHF Volume:           22 1434    151    147  844    12        7    7    10    242    12    400
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          22 1434    151    147  844    12        7    7    10    242    12    400
PCE Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.10 1.00 1.00
FinalVolume:          22 1434    151    147  844    12        7    7    10    266    12    400
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425 1425 1425 1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00 1.00 1.00
Lanes:                1.00 2.00    1.00    1.00 1.97    0.03    0.29 0.29    0.42 1.91 0.09 1.00
Final Sat.:          1425 2850    1425    1425 2810    40        416 416    594 2727 123 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.50    0.11    0.10 0.30    0.30    0.02 0.02    0.02 0.10 0.10    0.28
Crit Volume:          717          428          24          400
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
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*****
Intersection #50 Shoup Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.975
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Shoup Ave          Oxnard St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Protected        Permitted        Permitted        Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  2  0  1        1  0  1  1  0        1  0  2  0  1        1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              114 1195   168   158 808   52   102 1311   78   83 792   222
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           114 1195   168   158 808   52   102 1311   78   83 792   222
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:            114 1195   168   158 808   52   102 1311   78   83 792   222
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:           114 1195   168   158 808   52   102 1311   78   83 792   222
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:           114 1195   168   158 808   52   102 1311   78   83 792   222
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.00   1.00   1.00 1.88   0.12   1.00 2.00   1.00   1.00 1.00   1.00
Final Sat.:           1425 2850   1425   1425 2678   172   1425 2850   1425   1425 1425   1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.42   0.12   0.11 0.30   0.30   0.07 0.46   0.05   0.06 0.56   0.16
Crit Volume:          598          430          656          792
Crit Moves:           ****          ****
*****

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*****
Intersection #51 Owensmouth Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.605
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             215  451  145          116  385  108          142  729  138          74  608  160
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          215  451  145          116  385  108          142  729  138          74  608  160
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           215  451  145          116  385  108          142  729  138          74  608  160
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          215  451  145          116  385  108          142  729  138          74  608  160
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          215  451  145          116  385  108          142  729  138          74  608  160
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.51  0.49          1.00 1.56  0.44          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          1500 2270  730          1500 2343  657          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.20  0.20          0.08 0.16  0.16          0.09 0.24  0.09          0.05 0.20  0.11
Crit Volume:          215          247  142          304
Crit Moves:          ****          ****  ****          ****
*****

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*****
Intersection #52
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.721
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      1      1      0      1      0      1      1      0      1      0      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      94 1286      68      103 769      87      126 226      47      38 258      93
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      94 1286      68      103 769      87      126 226      47      38 258      93
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      94 1286      68      103 769      87      126 226      47      38 258      93
Reduct Vol:      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      94 1286      68      103 769      87      126 226      47      38 258      93
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      94 1286      68      103 769      87      126 226      47      38 258      93
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 1.90      0.10      1.00 1.80      0.20      1.00 1.00      1.00      1.00 0.74      0.26
Final Sat.:      1425 2707      143      1425 2560      290      1425 1425      1425      1425 1047      378
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.07 0.48      0.48      0.07 0.30      0.30      0.09 0.16      0.03      0.03 0.25      0.25
Crit Volume:      677          428          226          351
Crit Moves:      ****          ****
*****

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*****
Intersection #53 Shoup Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.035
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Shoup Ave          Ventura Blvd
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  1  0          1  1  0  0  1          1  0  2  1  0          1  0  2  1  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             67  497  181          502  162  289          163 1048          59  147 1429  819
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          67  497  181          502  162  289          163 1048          59  147 1429  819
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           67  497  181          502  162  289          163 1048          59  147 1429  819
Reduct Vol:           0    0    0            0    0    0            0    0    0            0    0    0
Reduced Vol:          67  497  181          502  162  289          163 1048          59  147 1429  819
PCE Adj:              1.00 1.00  1.00          4.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.10
FinalVolume:          67  497  181          552  162  289          163 1048          59  147 1429  901
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.18 1.33  0.49          1.55 0.45  1.00          1.00 2.84  0.16  1.00 2.45  1.55
Final Sat.:           256 1901  692          2204 646  1425          1425 4047  228  1425 3496  2204
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.26 0.26  0.26          0.25 0.25  0.20          0.11 0.26  0.26  0.10 0.41  0.41
Crit Volume:          372          357          163          582
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #54 US-101 EB/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.759
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77          Level Of Service:          C
*****
Street Name:          US-101 EB On Ramp          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    1          0    0    0    0          2    0    2    0    0          0    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    1736          0    0    0          1013 1099          0          0 1487    88
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    1736          0    0    0          1013 1099          0          0 1487    88
User Adj:              1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          0    0    0          1013 1099          0          0 1487    88
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          0    0    0          1013 1099          0          0 1487    88
PCE Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 0.00          1.00 1.00 1.00          1.10 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          0    0    0          1114 1099          0          0 1487    88
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 1.00          0.00 0.00 0.00          2.00 2.00 0.00          0.00 2.83 0.17
Final Sat.:            0    0    1425          0    0    0          2850 2850          0          0 4036    239
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.00 0.00 0.00          0.39 0.39 0.00          0.00 0.37 0.37
Crit Volume:           0          0          557          525
Crit Moves:
*****

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```

*****
Intersection #55
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.534
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Ignore      Ignore      Ignore
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 3 0 0      0 0 3 0 0      0 0 0 0 1      0 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2403      0 0 1716      0 0 0 585      0 0 0 741
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 2403      0 0 1716      0 0 0 585      0 0 0 741
User Adj:     1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Volume:   0 2403      0 0 1716      0 0 0 0      0 0 0 0
Reduct Vol:   0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 2403      0 0 1716      0 0 0 0      0 0 0 0
PCE Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 0.00
FinalVolume:  0 2403      0 0 1716      0 0 0 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.00 3.00 0.00  0.00 3.00 0.00  0.00 0.00 1.00  0.00 0.00 1.00
Final Sat.:   0 4500      0 0 4500      0 0 0 1500  0 0 0 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.53 0.00  0.00 0.38 0.00  0.00 0.00 0.00  0.00 0.00 0.00
Crit Volume:   801      0      0      0
Crit Moves:    ****      ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
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*****
Intersection #56
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.961
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 1      2 0 2 1 1      3 0 2 1 0      2 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      241 1557      383      324 1079      97      732 1000      127      240 711      443
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      241 1557      383      324 1079      97      732 1000      127      240 711      443
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      241 1557      383      324 1079      97      732 1000      127      240 711      443
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      241 1557      383      324 1079      97      732 1000      127      240 711      443
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.10 1.00      1.10      1.10 1.00      1.00      1.10 1.00      1.10
FinalVolume:      241 1557      383      356 1079      107      805 1000      127      264 711      487
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1375 1375      1375      1375 1375      1375      1375 1375      1375      1375 1375      1375
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      1.00      2.00 3.00      1.00      3.00 2.66      0.34      2.00 2.00      2.00
Final Sat.:      1375 4125      1375      2750 4125      1375      4125 3660      465      2750 2750      2750
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.18 0.38      0.28      0.13 0.26      0.08      0.20 0.27      0.27      0.10 0.26      0.18
Crit Volume:      519      178      268      355
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #57
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.899
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      1 0 1 0 1      2 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      184 327 53 292 431 389 565 1141 171 94 1067 246
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 184 327 53 292 431 389 565 1141 171 94 1067 246
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 184 327 53 292 431 389 565 1141 171 94 1067 246
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 184 327 53 292 431 389 565 1141 171 94 1067 246
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 184 327 53 292 431 389 622 1141 171 94 1067 246
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.72 0.28 1.00 1.00 1.00 2.00 2.61 0.39 1.00 3.00 1.00
Final Sat.: 1425 2453 398 1425 1425 1425 2850 3718 557 1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.20 0.30 0.27 0.22 0.31 0.31 0.07 0.25 0.17
Crit Volume: 184 431 311 356
Crit Moves: ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
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*****
Intersection #58
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.840
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        116          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Permitted
Rights:      Include      Include      Include      Ovl
Min. Green:      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      2 0 1 0 1      1 0 2 1 0      1 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      66 217 113 633 252 386 360 1224 77 80 1128 597
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 66 217 113 633 252 386 360 1224 77 80 1128 597
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 66 217 113 633 252 386 360 1224 77 80 1128 597
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 217 113 633 252 386 360 1224 77 80 1128 597
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 66 217 113 696 252 386 360 1224 77 80 1128 597
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.00 1.00 1.00 2.82 0.18 1.00 3.00 1.00
Final Sat.: 1425 2850 1425 2850 1425 1425 1425 4022 253 1425 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.05 0.08 0.08 0.24 0.18 0.27 0.25 0.30 0.30 0.06 0.26 0.42
Crit Volume: 113 348 360 376
Crit Moves: **** **** **** ****
*****

```


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Level Of Service Computation Report
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*****
Intersection #59
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.656
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0      0 0 0      0 0 0      0 0 0
Lanes:        0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      6 1738      1 10 1385      14 51 7 8      16 15 4
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    6 1738      1 10 1385      14 51 7 8      16 15 4
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    6 1738      1 10 1385      14 51 7 8      16 15 4
Reduct Vol:    0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:   6 1738      1 10 1385      14 51 7 8      16 15 4
PCE Adj:      6.00 1.00 1.00 6.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   36 1738      1 60 1385      14 51 7 8      16 15 4
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 1.99 0.01 0.01 1.97 0.02 0.77 0.11 0.12 0.46 0.43 0.11
Final Sat.:    10 2988      2 22 2949      29 1159 159 182 686 643 171
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.57 0.58 0.59 0.45 0.47 0.49 0.04 0.04 0.04 0.02 0.02 0.02
Crit Volume:      888 10 51 35
Crit Moves:      **** **** **** ****
*****

```

Future WP Mitigated+Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #60
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.551
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        51          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 1 0      1 0 2 1 0      1 0 0 0 1      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      77 1801      1      18 969      68 123 0 49      15 0 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 77 1801      1      18 969      68 123 0 49      15 0 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 77 1801      1      18 969      68 123 0 49      15 0 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 1801      1      18 969      68 123 0 49      15 0 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 77 1801      1      18 969      68 123 0 49      15 0 16
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.99 0.01 1.00 2.80 0.20 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 4123 2 1375 3855 270 1375 0 1375 1375 0 1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.06 0.44 0.44 0.01 0.25 0.25 0.09 0.00 0.04 0.01 0.00 0.01
Crit Volume: 601 18 123 16
Crit Moves: **** **** **** ****
*****

```

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*****
Intersection #61 De Soto Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.693
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          De Soto Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             87 1787          57 156 1100          56 72 31 126          40 10 92
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          87 1787          57 156 1100          56 72 31 126          40 10 92
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           87 1787          57 156 1100          56 72 31 126          40 10 92
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          87 1787          57 156 1100          56 72 31 126          40 10 92
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          87 1787          57 156 1100          56 72 31 126          40 10 92
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.91 0.09 1.00 2.85 0.15 0.31 0.14 0.55 0.28 0.07 0.65
Final Sat.:           1500 4361 139 1500 4282 218 472 203 825 423 106 972
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.41 0.41 0.10 0.26 0.26 0.15 0.15 0.15 0.09 0.09 0.09
Crit Volume:          615 156          229 40
Crit Moves:           ****          ****          ****          ****
*****

```

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```

*****
Intersection #62
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.552
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 3 0 0      0 0 0 0 0      1 0 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 2235      13      7 1815      0      0 0 0      0      30 0 15
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
Reduct Vol:  0 0 0      0      0 0 0      0      0 0 0      0      0 0 0
Reduced Vol:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 2235      13      7 1815      0      0 0 0      0      30 0 15
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 2.98 0.02 1.00 3.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.:  1425 4250 25 1425 4275 0 0 0 0 1425 0 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.53 0.53 0.00 0.42 0.00 0.00 0.00 0.00 0.02 0.00 0.01
Crit Volume:  749      7      0      30
Crit Moves:   ****      ****      ****
*****

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```

*****
Intersection #63 Canoga Ave/Trillium Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.725
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        68          Level Of Service:          C
*****
Street Name:          Trillium Dwy (Pvt)
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Split Phase        Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:               1  0  2  1  0        2  0  3  0  0        0  0  0  0  0        1  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 2133   185        92 1424        0    0    0    0    261    0   132
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 2133   185        92 1424        0    0    0    0    261    0   132
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 2133   185        92 1424        0    0    0    0    261    0   132
Reduct Vol:           0    0    0        0    0    0        0    0    0    0    0    0
Reduced Vol:          0 2133   185        92 1424        0    0    0    0    261    0   132
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0 2133   185        101 1424        0    0    0    0    287    0   132
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.76 0.24 2.00 3.00 0.00 0.00 0.00 0.00 1.37 0.00 0.63
Final Sat.:           1425 3934 341 2850 4275    0    0    0    0    1952    0   898
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.54 0.54 0.04 0.33 0.00 0.00 0.00 0.00 0.15 0.00 0.15
Crit Volume:          773    51          0          210
Crit Moves:          ****    ****          ****
*****

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City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #64 De Soto Ave/Warner Center Lane (Pvt)/Serrania Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.586
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          De Soto Ave          Warner Center Lane (Pvt)/Serrania
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  2  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             32 2060          62          51 1839          62          20    0    117          4    23    53
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          32 2060          62          51 1839          62          20    0    117          4    23    53
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           32 2060          62          51 1839          62          20    0    117          4    23    53
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          32 2060          62          51 1839          62          20    0    117          4    23    53
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          32 2060          62          51 1839          62          20    0    117          4    23    53
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500          1500          1500 1500          1500          1500 1500          1500          1500 1500          1500
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 3.00          1.00          1.00 2.90          0.10          0.15 0.00          0.85          0.05 0.29          0.66
Final Sat.:           1500 4500          1500          1500 4353          147          219    0    1281          75    431          994
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.46          0.04          0.03 0.42          0.42          0.09 0.00          0.09          0.05 0.05          0.05
Crit Volume:          687          51          137          4
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
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*****
Intersection #65 Canoga AveWarner Ranch Rd (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.600
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Canoga Ave          Warner Ranch Rd (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          1  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             16 1672    51          79 1970    14          0    0    8          31    0    222
Growth Adj:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Initial Bse:          16 1672    51          79 1970    14          0    0    8          31    0    222
User Adj:             1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
PHF Volume:           16 1672    51          79 1970    14          0    0    8          31    0    222
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          16 1672    51          79 1970    14          0    0    8          31    0    222
PCE Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
FinalVolume:          16 1672    51          79 1970    14          0    0    8          31    0    222
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500          1500 1500    1500          1500 1500    1500          1500 1500    1500
Adjustment:           1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00          1.00 1.00    1.00
Lanes:               1.00 2.91    0.09          1.00 2.98    0.02          0.00 0.00    1.00          1.00 0.00    1.00
Final Sat.:          1500 4367    133          1500 4468    32          0    0    1500          1500    0    1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.38    0.38          0.05 0.44    0.44          0.00 0.00    0.01          0.02 0.00    0.15
Crit Volume:          16          661          0          222
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #66
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.682
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      1 0 2 1 0      1 0 2 1 0      2 0 1 0 1      1 0 0 1 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      86 1585      83 173 1873      67 170 41 112      62 6 109
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 86 1585 83 173 1873 67 170 41 112 62 6 109
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 86 1585 83 173 1873 67 170 41 112 62 6 109
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 1585 83 173 1873 67 170 41 112 62 6 109
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 86 1585 83 173 1873 67 187 41 112 62 6 109
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.85 0.15 1.00 2.90 0.10 2.00 1.00 1.00 1.00 0.05 0.95
Final Sat.: 1375 3920 205 1375 3983 142 2750 1375 1375 1375 72 1303
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.06 0.40 0.40 0.13 0.47 0.47 0.07 0.03 0.08 0.05 0.08 0.08
Crit Volume: 556 173 94 115
Crit Moves: **** **** **** ****
*****

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*****
Intersection #67 Owensmouth Ave/Promenade Dwy (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.370
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        23          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Promenade Dwy (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  1  1  0          1  0  1  1  0          0  1  0  1  0          0  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             57  782    22          15  597    81          71  33    64          54    8    26
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           57  782    22          15  597    81          71  33    64          54    8    26
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           57  782    22          15  597    81          71  33    64          54    8    26
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          57  782    22          15  597    81          71  33    64          54    8    26
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          57  782    22          15  597    81          71  33    64          54    8    26
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.95  0.05          1.00 1.76  0.24          0.85 0.39  0.76          1.00 0.41  0.59
Final Sat.:           1500 2918    82          1500 2642    358          1268 589  1143          1500 614    886
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.27  0.27          0.01 0.23  0.23          0.06 0.06  0.06          0.04 0.01  0.03
Crit Volume:          402    15          84    54
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #68 Owensmouth Ave/West Valley Way (Pvt)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.649
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          West Valley Way (Pvt)
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             16 1315          0    0  800          24  267    0    83          0    0    0
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          16 1315          0    0  800          24  267    0    83          0    0    0
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           16 1315          0    0  800          24  267    0    83          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          16 1315          0    0  800          24  267    0    83          0    0    0
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          16 1315          0    0  800          24  267    0    83          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.00          0.00 0.00 1.94          0.06 1.00 0.00          1.00 0.00 0.00
Final Sat.:           1425 2850          0    0 2767          83  1425    0  1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.46          0.00 0.00 0.29          0.29 0.19 0.00          0.06 0.00 0.00
Crit Volume:          658          0          267          0
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #69 Canoga Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.474
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Canoga Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  2  1  0          1  0  2  0  0          0  0  0  0  0          1  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1974          18          0 1251          0          0    0    0          20    0    2
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1974          18          0 1251          0          0    0    0          20    0    2
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1974          18          0 1251          0          0    0    0          20    0    2
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 1974          18          0 1251          0          0    0    0          20    0    2
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
FinalVolume:          0 1974          18          0 1251          0          0    0    0          22    0    2
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.97 0.03 1.00 2.00 0.00 0.00 0.00 0.00 1.83 0.00 0.17
Final Sat.:           0 4236          39          1425 2850          0          0    0    0          2613    0    238
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.47 0.47 0.00 0.44 0.00 0.00 0.00 0.00 0.01 0.00 0.01
Crit Volume:          664          0          0          12
Crit Moves:           ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
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*****
Intersection #70 AMC Dwy/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.587
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          A
*****
Street Name:          AMC Dwy          Oxnard St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  0  1  1      1  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             81    5    84      88    1    81      197  969    51      50 1350    141
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          81    5    84      88    1    81      197  969    51      50 1350    141
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           81    5    84      88    1    81      197  969    51      50 1350    141
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          81    5    84      88    1    81      197  969    51      50 1350    141
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.10    1.10 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          81    5    92      97    1    81      197  969    51      50 1350    141
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 0.10  1.90    1.98 0.02  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           1425 146  2704    2821 29    1425    1425 2850  1425    1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.03  0.03    0.03 0.03  0.06    0.14 0.34  0.04    0.04 0.47  0.10
Crit Volume:          81          81          485          675
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #71 Eton Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.550
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        41          Level Of Service:          A
*****
Street Name:          Eton Ave          Vanowen St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1    0    1    0    1    0    1    0    2    1    0    1    0    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:             41    0    70        5    1    10        2 1748    228    50 1197    0
Growth Adj:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:          41    0    70        5    1    10        2 1748    228    50 1197    0
User Adj:             1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           41    0    70        5    1    10        2 1748    228    50 1197    0
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          41    0    70        5    1    10        2 1748    228    50 1197    0
PCE Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:          41    0    70        5    1    10        2 1748    228    50 1197    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425    1425 1425 1425    1425 1425 1425    1425 1425 1425
Adjustment:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:                1.00 0.00 1.00    1.00 0.09 0.91    1.00 2.65 0.35    1.00 3.00 0.00
Final Sat.:           1425    0 1425    1425 130 1295    1425 3782 493    1425 4275    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.00 0.05    0.00 0.01 0.01    0.00 0.46 0.46    0.04 0.28 0.00
Crit Volume:          70    5          659    50
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #72 Independence Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.555
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Street Name:          Independence Ave          Vanowen St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  0  1          0  0  1! 0  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              5    0    71          21    1    23          36 1847          44    69 1240          46
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           5    0    71          21    1    23          36 1847          44    69 1240          46
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:            5    0    71          21    1    23          36 1847          44    69 1240          46
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           5    0    71          21    1    23          36 1847          44    69 1240          46
PCE Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:           5    0    71          21    1    23          36 1847          44    69 1240          46
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.00  1.00          0.47 0.02  0.51          1.00 2.93  0.07          1.00 2.89  0.11
Final Sat.:           1425    0  1425          665   32   728          1425 4176    99          1425 4122   153
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00  0.05          0.03 0.03  0.03          0.03 0.44  0.44          0.05 0.30  0.30
Crit Volume:          71    21          630          69
Crit Moves:           ****          ****          ****          ****
*****

```

Future WP Mitigated+Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #73 Variel Ave/Kittridge St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.425
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Variel Ave          Kittridge St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             51  314  176          70  20  36          44  223  28          27  72  51
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          51  314  176          70  20  36          44  223  28          27  72  51
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           51  314  176          70  20  36          44  223  28          27  72  51
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          51  314  176          70  20  36          44  223  28          27  72  51
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          51  314  176          70  20  36          44  223  28          27  72  51
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.28  0.72          1.00 1.00  1.00          0.15 0.76  0.09          0.18 0.48  0.34
Final Sat.:           1500 1922  1078          1500 1500  1500          224 1134  142          270 720  510
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.16  0.16          0.05 0.01  0.02          0.20 0.20  0.20          0.10 0.10  0.10
Crit Volume:          245    70          295    27
Crit Moves:           ****    ****          ****    ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #74 Variel Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.657
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        42          Level Of Service:          B
*****
Street Name:          Variel Ave          Oxnard St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   0      1      0      1      0          0      1      0      1      0          1      0      1      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:                48      264      207          265      99      136          189      761          70          46      409      121
Growth Adj:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Initial Bse:              48      264      207          265      99      136          189      761          70          46      409      121
User Adj:                 1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Adj:                  1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
PHF Volume:              48      264      207          265      99      136          189      761          70          46      409      121
Reduct Vol:               0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              48      264      207          265      99      136          189      761          70          46      409      121
PCE Adj:                  1.00      1.00      1.00          2.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
MLF Adj:                  1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
FinalVolume:              48      264      207          530      99      136          189      761          70          46      409      121
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500      1500      1500          1500      1500      1500          1500      1500      1500          1500      1500      1500
Adjustment:              1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00          1.00      1.00      1.00
Lanes:                   0.18      1.02      0.80          1.00      0.64      0.36          1.00      1.83      0.17          1.00      1.54      0.46
Final Sat.:              277      1526      1197          1500      967      533          1500      2747      253          1500      2315      685
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.17      0.17      0.17          0.18      0.10      0.26          0.13      0.28      0.28          0.03      0.18      0.18
Crit Volume:              260      265          416      46
Crit Moves:              ****          ****          ****          ****
*****

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*****
Intersection #75 Variel Ave/Califa St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.439
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        26          Level Of Service:          A
*****
Street Name:          Variel Ave          Califa St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             13    28    5    125    5    74    270  167    4    1    53    83
Growth Adj:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:          13    28    5    125    5    74    270  167    4    1    53    83
User Adj:             1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:           13    28    5    125    5    74    270  167    4    1    53    83
Reduct Vol:           0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:          13    28    5    125    5    74    270  167    4    1    53    83
PCE Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:          13    28    5    125    5    74    270  167    4    1    53    83
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500
Adjustment:           1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                0.28  0.61  0.11  0.62  0.02  0.36  0.61  0.38  0.01  0.01  0.39  0.60
Final Sat.:           424   913   163   919   37   544   918   568   14    11   580   909
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03  0.03  0.03  0.14  0.14  0.14  0.29  0.29  0.29  0.09  0.09  0.09
Crit Volume:          13          204          441          1
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #76 Warner Center Lane/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.370
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Center Lane          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          0    0    1! 0    0          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          74    0    159          45    881    0          0    427    17
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          74    0    159          45    881    0          0    427    17
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          74    0    159          45    881    0          0    427    17
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0    0
Reduced Vol:           0    0    0          74    0    159          45    881    0          0    427    17
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          74    0    159          45    881    0          0    427    17
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          0.32 0.00 0.68          1.00 3.00 0.00          0.00 1.92 0.08
Final Sat.:            0    0    0          453    0    972          1425 4275    0          0    2741    109
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.16 0.00 0.16          0.03 0.21 0.00          0.00 0.16 0.16
Crit Volume:           0          233          294          0
Crit Moves:
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #77 De Soto/Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.452
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          De Soto          Clark St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  3  0  1        0  1  4  0  0        0  0  0  0  0        0  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1579  138        56 2391  0        0    0    0        0    0    47
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          0 1579  138        56 2391  0        0    0    0        0    0    47
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           0 1579  138        56 2391  0        0    0    0        0    0    47
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          0 1579  138        56 2391  0        0    0    0        0    0    47
PCE Adj:              1.00 1.00  1.00      6.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          0 1579  138        336 2391  0        0    0    0        0    0    47
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.00 3.00  1.00      1.00 4.00  0.00  0.00 0.00  0.00  0.00 0.00  1.00
Final Sat.:           0 4275  1425      1425 5700  0        0    0    0        0    0  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.37  0.10      0.04 0.42  0.00  0.00 0.00  0.00  0.00 0.00  0.03
Crit Volume:          0          598          0          47
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #78 Warner Ranch Rd (Pvt)/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.381
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Warner Ranch Rd (Pvt)          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    0    0    0    0          1    0    0    0    1          1    0    3    0    0          0    0    1    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0    0    0          228    0    213          16    557    0          0    569    28
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           0    0    0          228    0    213          16    557    0          0    569    28
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:            0    0    0          228    0    213          16    557    0          0    569    28
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0    0    0          228    0    213          16    557    0          0    569    28
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:           0    0    0          228    0    213          16    557    0          0    569    28
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 0.00 0.00 0.00          1.00 0.00 1.00          1.00 3.00 0.00          0.00 1.91 0.09
Final Sat.:            0    0    0          1425    0    1425          1425 4275    0          0    2716    134
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00          0.16 0.00 0.15          0.01 0.13 0.00          0.00 0.21 0.21
Crit Volume:           0          228          16          299
Crit Moves:
*****

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*****
Intersection #79 Owensmouth Ave/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.331
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             30  421    20          10  725    39          40    4    37          4    0    13
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           30  421    20          10  725    39          40    4    37          4    0    13
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           30  421    20          10  725    39          40    4    37          4    0    13
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          30  421    20          10  725    39          40    4    37          4    0    13
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          30  421    20          10  725    39          40    4    37          4    0    13
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.91  0.09          1.00 1.90  0.10          0.49 0.05  0.46          0.24 0.00  0.76
Final Sat.:           1500 2864  136          1500 2847  153          741    74    685          353    0  1147
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.15  0.15          0.01 0.25  0.25          0.05 0.05  0.05          0.01 0.00  0.01
Crit Volume:          30          382          81          4
Crit Moves:          ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #80 Topanga Canyon Blvd/Marylee St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.604
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Marylee St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  2  1  0          1  0  3  0  0          0  0  0  0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              0 2168    44    78 1733    0    0    0    0    17    0    73
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           0 2168    44    78 1733    0    0    0    0    17    0    73
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           0 2168    44    78 1733    0    0    0    0    17    0    73
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          0 2168    44    78 1733    0    0    0    0    17    0    73
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          0 2168    44    78 1733    0    0    0    0    17    0    73
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.00 2.94  0.06  1.00 3.00  0.00  0.00 0.00  0.00  0.19 0.00  0.81
Final Sat.:           0 4410    90  1500 4500    0    0    0    0    283    0 1217
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.49  0.49  0.05 0.39  0.00  0.00 0.00  0.00  0.06 0.00  0.06
Crit Volume:          737    78          0          90
Crit Moves:           ****    ****          ****
*****

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```

*****
Intersection #81 Topanga Canyon Blvd/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.613
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Calvert St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Protected          Protected
Rights:                Include          Include          Include          Ignore
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          0  0  0  0  1          0  0  0  0  2
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              187 2183   181   144 1529   113         0    0    86         0    0    470
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           187 2183   181   144 1529   113         0    0    86         0    0    470
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   0.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   0.00
PHF Volume:           187 2183   181   144 1529   113         0    0    86         0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          187 2183   181   144 1529   113         0    0    86         0    0    0
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   0.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   0.00
FinalVolume:          187 2183   181   144 1529   113         0    0    86         0    0    0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.77   0.23   1.00 2.79   0.21   0.00 0.00   1.00   0.00 0.00   2.00
Final Sat.:           1425 3948   327   1425 3981   294         0    0  1425         0    0  2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.55   0.55   0.10 0.38   0.38   0.00 0.00   0.06   0.00 0.00   0.00
Crit Volume:          788          547          86          0
Crit Moves:           ****          ****
*****

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*****
Intersection #82 Topanga Canyon Blvd/Bassett St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.605
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47          Level Of Service:          B
*****
Street Name:          Topanga Canyon Blvd          Bassett St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1    0    3    0    0          0    0    2    1    0          0    0    1!    0    0          0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              112 1983          0          0 1423          101          146          0          55          0    0    0
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           112 1983          0          0 1423          101          146          0          55          0    0    0
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:            112 1983          0          0 1423          101          146          0          55          0    0    0
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           112 1983          0          0 1423          101          146          0          55          0    0    0
PCE Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:           112 1983          0          0 1423          101          146          0          55          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                 1.00 3.00          0.00          0.00 2.80          0.20          0.73 0.00          0.27          0.00 0.00          0.00
Final Sat.:            1425 4275          0          0 3992          283          1035          0          390          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.08 0.46          0.00          0.00 0.36          0.36          0.14 0.00          0.14          0.00 0.00          0.00
Crit Volume:           661          0          0          201          0
Crit Moves:            ****          ****          ****
*****

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*****
Intersection #83 Randi Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.409
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Randi Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  0  1! 0  0        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             67    34    52        3    8    64        45 1084    75    64 1230    6
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          67    34    52        3    8    64        45 1084    75    64 1230    6
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           67    34    52        3    8    64        45 1084    75    64 1230    6
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          67    34    52        3    8    64        45 1084    75    64 1230    6
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          67    34    52        3    8    64        45 1084    75    64 1230    6
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.44 0.22  0.34    0.04 0.11  0.85    1.00 2.81  0.19    1.00 2.99  0.01
Final Sat.:           657  333  510        60  160  1280    1500 4209  291    1500 4478  22
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.10  0.10    0.05 0.05  0.05    0.03 0.26  0.26    0.04 0.27  0.27
Crit Volume:          153          3          45          412
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #84 Glade Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.408
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        24          Level Of Service:          A
*****
Street Name:          Glade Ave          Erwin St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  1  0  0  1        0  1  0  0  1        0  1  0  1  0        0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             96    63    79        72    31    61        22  244    37        45  643    30
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:           96    63    79        72    31    61        22  244    37        45  643    30
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           96    63    79        72    31    61        22  244    37        45  643    30
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          96    63    79        72    31    61        22  244    37        45  643    30
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        4.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          96    63    79        72    31    61        88  244    37        45  643    30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                0.60 0.40  1.00        0.70 0.30  1.00        0.19 1.61  0.20        0.13 1.79  0.08
Final Sat.:           906  594  1500        1049 451  1500        278 2421  301        188 2687  125
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11  0.05        0.07 0.07  0.04        0.08 0.10  0.12        0.24 0.24  0.24
Crit Volume:          159          72          22          359
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #85 Randi Ave/Erwin St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.354
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Randi Ave          Erwin St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  0  1! 0  0        0  1  0  0  1        1  0  1  1  0        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             18    24    48        22    24    24        24  276    26        61  666    124
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          18    24    48        22    24    24        24  276    26        61  666    124
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           18    24    48        22    24    24        24  276    26        61  666    124
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          18    24    48        22    24    24        24  276    26        61  666    124
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          18    24    48        22    24    24        24  276    26        61  666    124
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500        1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                0.20 0.27  0.53        0.48 0.52  1.00        1.00 1.83  0.17        1.00 1.69  0.31
Final Sat.:           300  400  800        717  783  1500        1500 2742  258        1500 2529  471
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.06  0.06        0.03 0.03  0.02        0.02 0.10  0.10        0.04 0.26  0.26
Crit Volume:          90          22          24          395
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #86
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.076
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1      0      2      1      0      1      0      2      1      0      0      1      0      0      2
-----|-----|-----|-----|
Volume Module:
Base Vol:      48 2512      51      289 1264      192      401      61      63      49      24      308
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      48 2512      51      289 1264      192      401      61      63      49      24      308
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      48 2512      51      289 1264      192      401      61      63      49      24      308
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      48 2512      51      289 1264      192      401      61      63      49      24      308
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.10 1.00      1.00      1.00 1.00      1.10
FinalVolume:      48 2512      51      289 1264      192      441      61      63      49      24      339
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.94      0.06      1.00 2.60      0.40      2.00 0.49      0.51      0.67 0.33      2.00
Final Sat.:      1425 4190      85      1425 3711      564      2850      701      724      957      468      2850
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.03 0.60      0.60      0.20 0.34      0.34      0.15 0.09      0.09      0.05 0.05      0.12
Crit Volume:      854      289      221      169
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #87 Jordan Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.721
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        52          Level Of Service:          C
*****
Street Name:          Jordan Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0          0      0      0          0      0      0          0      0      0
Lanes:                   1      0      0      1      0          1      0      0      1      0          1      0      1      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:                62      105      91      133      27      80          54      1331      43          66      1041      109
Growth Adj:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:              62      105      91      133      27      80          54      1331      43          66      1041      109
User Adj:                 1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:                  1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:               62      105      91      133      27      80          54      1331      43          66      1041      109
Reduct Vol:               0      0      0          0      0      0          0      0      0          0      0      0
Reduced Vol:              62      105      91      133      27      80          54      1331      43          66      1041      109
PCE Adj:                  1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:                  1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:              62      105      91      133      27      80          54      1331      43          66      1041      109
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:              1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:                   1.00      0.54      0.46      1.00      0.25      0.75      1.00      1.94      0.06      1.00      1.81      0.19
Final Sat.:              1500      804      696      1500      379      1121      1500      2906      94          1500      2716      284
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.04      0.13      0.13      0.09      0.07      0.07      0.04      0.46      0.46      0.04      0.38      0.38
Crit Volume:              196      133          687      66
Crit Moves:              ****      ****          ****      ****
*****

```

Future WP Mitigated+Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #88 Remmet Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.691
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          B
*****
Street Name:          Remmet Ave          Sherman Way
Approach:              North Bound        South Bound        East Bound        West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Protected          Permitted
Rights:                Include            Include            Include            Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  0  1  0        1  0  0  1  0        1  0  1  1  0        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              77  108  154        27  24        37        39 1329        63        92 1060        43
Growth Adj:            1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:           77  108  154        27  24        37        39 1329        63        92 1060        43
User Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           77  108  154        27  24        37        39 1329        63        92 1060        43
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          77  108  154        27  24        37        39 1329        63        92 1060        43
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          77  108  154        27  24        37        39 1329        63        92 1060        43
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425        1425 1425  1425        1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:               1.00 0.41  0.59        1.00 0.39  0.61        1.00 1.91  0.09        1.00 2.00  1.00
Final Sat.:          1425  587  838        1425  561  864        1425 2721  129        1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.18  0.18        0.02 0.04  0.04        0.03 0.49  0.49        0.06 0.37  0.03
Crit Volume:          262          27          696          530
Crit Moves:           ****          ****          ****
*****

```

Future WP Mitigated+Variel Improvement PM Peak Hour
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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #89 Variel Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.778
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          C
*****
Street Name:          Variel Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              103  154  146          141  70  32          105 1628          35  129 1085          86
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           103  154  146          141  70  32          105 1628          35  129 1085          86
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           103  154  146          141  70  32          105 1628          35  129 1085          86
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          103  154  146          141  70  32          105 1628          35  129 1085          86
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          103  154  146          141  70  32          105 1628          35  129 1085          86
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 0.69  0.31          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           1425 1425  1425          1425 978  447          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.11  0.10          0.10 0.07  0.07          0.07 0.57  0.02          0.09 0.38  0.06
Crit Volume:          154          141          814          543
Crit Moves:           ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #90 Owensmouth Ave/Gault St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.623
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38          Level Of Service:          B
*****
Street Name:          Owensmouth Ave          Gault St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  0  1          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             47  760    64          42  513    27          17  27    53          34  27    54
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          47  760    64          42  513    27          17  27    53          34  27    54
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           47  760    64          42  513    27          17  27    53          34  27    54
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          47  760    64          42  513    27          17  27    53          34  27    54
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          47  760    64          42  513    27          17  27    53          34  27    54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 1.00  1.00          1.00 1.90  0.10          0.17 0.28  0.55          0.30 0.23  0.47
Final Sat.:           1500 1500  1500          1500 2850  150          263  418  820          443  352  704
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.51  0.04          0.03 0.18  0.18          0.06 0.06  0.06          0.08 0.08  0.08
Crit Volume:          760          42          17          115
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #91 Owensmouth Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.729
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          C
*****
Street Name:          Owensmouth Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             97  845    40          23  550    44          26  21    96          43  44    24
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          97  845    40          23  550    44          26  21    96          43  44    24
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           97  845    40          23  550    44          26  21    96          43  44    24
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          97  845    40          23  550    44          26  21    96          43  44    24
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          97  845    40          23  550    44          26  21    96          43  44    24
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 0.95  0.05          1.00 1.85  0.15          0.18 0.15  0.67          0.39 0.40  0.21
Final Sat.:           1500 1432    68          1500 2778    222          273  220  1007          581  595    324
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.59  0.59          0.02 0.20  0.20          0.10 0.10  0.10          0.07 0.07  0.07
Crit Volume:          885    23          143    43
Crit Moves:           ****    ****          ****    ****
*****

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```

*****
Intersection #92 De Soto Ave/Hart St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.574
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        34          Level Of Service:          A
*****
Street Name:          De Soto Ave          Hart St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             51 1849          75          61 1378          44          92  27  100          39  6  48
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          51 1849          75          61 1378          44          92  27  100          39  6  48
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           51 1849          75          61 1378          44          92  27  100          39  6  48
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          51 1849          75          61 1378          44          92  27  100          39  6  48
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          51 1849          75          61 1378          44          92  27  100          39  6  48
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.88 0.12 1.00 2.91 0.09 0.77 0.23 1.00 0.87 0.13 1.00
Final Sat.:           1500 4325 175 1500 4361 139 1160 340 1500 1300 200 1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.43 0.43 0.04 0.32 0.32 0.08 0.08 0.07 0.03 0.03 0.03
Crit Volume:          641          61          119          39
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #93 Mason Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.850
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        96          Level Of Service:          D
*****
Street Name:          Mason Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              49  719      47      98  718      140      231 1506      59      65 1026      89
Growth Adj:            1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:           49  719      47      98  718      140      231 1506      59      65 1026      89
User Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:               1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:           49  719      47      98  718      140      231 1506      59      65 1026      89
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          49  719      47      98  718      140      231 1506      59      65 1026      89
PCE Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:          49  719      47      98  718      140      231 1506      59      65 1026      89
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                1.00 2.00      1.00      1.00 2.00      1.00      1.00 2.00      1.00      1.00 2.00      1.00
Final Sat.:          1500 3000      1500      1500 3000      1500      1500 3000      1500      1500 3000      1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.24      0.03      0.07 0.24      0.09      0.15 0.50      0.04      0.04 0.34      0.06
Crit Volume:           360          98          753          65
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #94
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.709
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        49          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      1      0      0      1      0      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      23      25      118      160      52      87      100      1371      66      75      1502      136
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      23      25      118      160      52      87      100      1371      66      75      1502      136
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      23      25      118      160      52      87      100      1371      66      75      1502      136
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      23      25      118      160      52      87      100      1371      66      75      1502      136
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      23      25      118      160      52      87      100      1371      66      75      1502      136
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500      1500
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.17      0.83      1.00      0.37      0.63      1.00      2.00      1.00      1.00      2.75      0.25
Final Sat.:      1500      262      1238      1500      561      939      1500      3000      1500      1500      4126      374
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.02      0.10      0.10      0.11      0.09      0.09      0.07      0.46      0.04      0.05      0.36      0.36
Crit Volume:      143      160      686      75
Crit Moves:      ****      ****      ****      ****
*****

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```

*****
Intersection #95 Owensmouth Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.975
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Owensmouth Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  0  1  0          0  0  1!  0  0          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             29  473    41    120  302    51    67 1344    13    77  934    54
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          29  473    41    120  302    51    67 1344    13    77  934    54
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           29  473    41    120  302    51    67 1344    13    77  934    54
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          29  473    41    120  302    51    67 1344    13    77  934    54
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          29  473    41    120  302    51    67 1344    13    77  934    54
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 0.92  0.08  0.25 0.64  0.11  1.00 1.98  0.02  1.00 1.89  0.11
Final Sat.:           1425 1311  114    362  910    154  1425 2823    27  1425 2694  156
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.36  0.36  0.33 0.33  0.33  0.05 0.48  0.48  0.05 0.35  0.35
Crit Volume:          514          120          679    77
Crit Moves:           ****          ****          ****    ****
*****

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```

*****
Intersection #96 Canoga Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.924
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Saticoy St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Protected          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1        2  0  2  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             106 1188    257    139 1036    157    161 1293    61    163 842    203
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          106 1188    257    139 1036    157    161 1293    61    163 842    203
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           106 1188    257    139 1036    157    161 1293    61    163 842    203
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          106 1188    257    139 1036    157    161 1293    61    163 842    203
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.10 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          106 1188    257    153 1036    157    161 1293    61    163 842    203
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.00    1.00    2.00 2.61    0.39    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:           1425 2850    1425    2850 3712    563    1425 2850    1425    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.42    0.18    0.05 0.28    0.28    0.11 0.45    0.04    0.11 0.30    0.14
Crit Volume:          594          76          647          421
Crit Moves:           ****          ****          ****
*****

```

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```

*****
Intersection #97 Variel Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.666
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:          B
*****
Street Name:          Variel Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0  0  1! 0  0          0  0  1! 0  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             59    59    69          44    53    68          88 1456          41    40 1009          24
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:          59    59    69          44    53    68          88 1456          41    40 1009          24
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           59    59    69          44    53    68          88 1456          41    40 1009          24
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          59    59    69          44    53    68          88 1456          41    40 1009          24
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          59    59    69          44    53    68          88 1456          41    40 1009          24
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                0.31 0.32  0.37          0.27 0.32  0.41          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:           473  473  553          400  482  618          1500 3000  1500          1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.12  0.12          0.11 0.11  0.11          0.06 0.49  0.03          0.03 0.34  0.02
Crit Volume:          187    44          728          40
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #98 De Soto Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.090
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          De Soto Ave          Saticoy St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              163 1509   216   133 1184   170   175 1369   123   106 798   84
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           163 1509   216   133 1184   170   175 1369   123   106 798   84
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           163 1509   216   133 1184   170   175 1369   123   106 798   84
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          163 1509   216   133 1184   170   175 1369   123   106 798   84
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          163 1509   216   133 1184   170   175 1369   123   106 798   84
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                 1.00 2.62   0.38   1.00 2.62   0.38   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:           1375 3608   517   1375 3607   518   1375 2750   1375   1375 2750   1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.42   0.42   0.10 0.33   0.33   0.13 0.50   0.09   0.08 0.29   0.06
Crit Volume:           575          133          685          106
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #99 Shoup Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.475
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        27          Level Of Service:          A
*****
Street Name:          Shoup Ave          Valerio St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Permitted      Permitted      Permitted      Permitted
Rights:               Include      Include      Include      Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  1  1  0      1  0  1  1  0      0  1  0  0  1      0  0  1! 0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             80 1132      66      24 640      30      26 10      65      25 12      19
Growth Adj:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:          80 1132      66      24 640      30      26 10      65      25 12      19
User Adj:             1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:           80 1132      66      24 640      30      26 10      65      25 12      19
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          80 1132      66      24 640      30      26 10      65      25 12      19
PCE Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:              1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:          80 1132      66      24 640      30      26 10      65      25 12      19
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500      1500      1500 1500      1500      1500 1500      1500      1500 1500      1500
Adjustment:           1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:                1.00 1.89      0.11      1.00 1.91      0.09      0.72 0.28      1.00      0.45 0.21      0.34
Final Sat.:           1500 2835      165      1500 2866      134      1083 417      1500      670 321      509
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.40      0.40      0.02 0.22      0.22      0.02 0.02      0.04      0.04 0.04      0.04
Crit Volume:          599          24          65          25
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #100 Topanga Canyon Blvd/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.768
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Street Name:          Topanga Canyon Blvd          Valerio St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      0  0  1! 0  0      0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              38 1738          38      72 1390          24      61  37      41      44  48      58
Growth Adj:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           38 1738          38      72 1390          24      61  37      41      44  48      58
User Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           38 1738          38      72 1390          24      61  37      41      44  48      58
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          38 1738          38      72 1390          24      61  37      41      44  48      58
PCE Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          38 1738          38      72 1390          24      61  37      41      44  48      58
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:            1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                 1.00 2.00          1.00 2.00 1.00          0.44 0.27 0.29          0.29 0.32 0.39
Final Sat.:           1500 3000          1500 3000 1500          658  399  442          440  480  580
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.03 0.58          0.03  0.05 0.46          0.02  0.09 0.09          0.09  0.10 0.10
Crit Volume:           869              72              61              150
Crit Moves:            ****              ****              ****              ****
*****

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*****
Intersection #101 Canoga Ave/Valerio St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.697
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61          Level Of Service:          B
*****
Street Name:          Canoga Ave          Valerio St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  1  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             30 1377          39    88 1214          15    83 130          25    62 71          64
Growth Adj:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:          30 1377          39    88 1214          15    83 130          25    62 71          64
User Adj:             1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           30 1377          39    88 1214          15    83 130          25    62 71          64
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          30 1377          39    88 1214          15    83 130          25    62 71          64
PCE Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:              1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          30 1377          39    88 1214          15    83 130          25    62 71          64
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425 1425 1425          1425 1425 1425          1425 1425 1425
Adjustment:           1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                1.00 2.00          1.00 1.98 0.02          1.00 0.84 0.16          1.00 0.53 0.47
Final Sat.:           1425 2850          1425 2815          35 1425 1195          230 1425 749          676
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.48          0.03 0.06 0.43          0.43 0.06 0.11          0.11 0.04 0.09          0.09
Crit Volume:          689          88          155          62
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #102 Lurline Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.528
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        30          Level Of Service:          A
*****
Street Name:          Lurline Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:                Permitted          Permitted          Permitted          Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   0      1      0      0      1      0      1      0      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:                16      5      42      63      17      42      78 1856      27      59 1274      63
Growth Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:              16      5      42      63      17      42      78 1856      27      59 1274      63
User Adj:                 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:               16      5      42      63      17      42      78 1856      27      59 1274      63
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              16      5      42      63      17      42      78 1856      27      59 1274      63
PCE Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:              16      5      42      63      17      42      78 1856      27      59 1274      63
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                   0.76 0.24 1.00 0.79 0.21 1.00 1.00 2.96 0.04 1.00 2.86 0.14
Final Sat.:              1143 357 1500 1181 319 1500 1500 4435 65 1500 4288 212
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.01 0.01 0.03 0.05 0.05 0.03 0.05 0.42 0.42 0.04 0.30 0.30
Crit Volume:              42      63          628      59
Crit Moves:               ****      ****          ****      ****
*****

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*****
Intersection #103 Mason Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.113
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Mason Ave          Sherman Way
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Protected        Permitted        Protected
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  1  1  0      1  0  2  0  1      1  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             104  951  108      264  787  177      220 1930   59      149 1243  194
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Initial Bse:          104  951  108      264  787  177      220 1930   59      149 1243  194
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
PHF Volume:           104  951  108      264  787  177      220 1930   59      149 1243  194
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          104  951  108      264  787  177      220 1930   59      149 1243  194
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
FinalVolume:          104  951  108      264  787  177      220 1930   59      149 1243  194
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425      1425 1425  1425      1425 1425  1425      1425 1425  1425
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00
Lanes:                1.00 1.80  0.20      1.00 2.00  1.00      1.00 3.00  1.00      1.00 3.00  1.00
Final Sat.:           1425 2559  291      1425 2850  1425      1425 4275  1425      1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.07 0.37  0.37      0.19 0.28  0.12      0.15 0.45  0.04      0.10 0.29  0.14
Crit Volume:          530          264          643          149
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #104 Owensmouth Ave/Wyandotte St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.423
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        25          Level Of Service:          A
*****
Street Name:          Owensmouth Ave          Wyandotte St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  0  1          1  0  1  1  0          0  1  0  0  1          0  1  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              39  506  42          31  348  25          24  53  60          20  37  26
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           39  506  42          31  348  25          24  53  60          20  37  26
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           39  506  42          31  348  25          24  53  60          20  37  26
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          39  506  42          31  348  25          24  53  60          20  37  26
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          39  506  42          31  348  25          24  53  60          20  37  26
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500          1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.00  1.00          1.00 1.87  0.13          0.31 0.69  1.00          0.35 0.65  1.00
Final Sat.:          1500 1500  1500          1500 2799  201          468 1032  1500          526  974  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.34  0.03          0.02 0.12  0.12          0.05 0.05  0.04          0.04 0.04  0.02
Crit Volume:          506          31          77          20
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #105 Sale Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.345
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        22          Level Of Service:          A
*****
Street Name:          Sale Ave          Vanowen St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:                14      10      43      7      5      29      29  857      40      39  861      18
Growth Adj:              1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:              14      10      43      7      5      29      29  857      40      39  861      18
User Adj:                 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:                  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:              14      10      43      7      5      29      29  857      40      39  861      18
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              14      10      43      7      5      29      29  857      40      39  861      18
PCE Adj:                  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:                  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:              14      10      43      7      5      29      29  857      40      39  861      18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                 1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500
Adjustment:               1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:                    0.58  0.42  1.00  0.58  0.42  1.00  1.00  2.00  1.00  1.00  2.00  1.00
Final Sat.:               875   625  1500   875   625  1500  1500  3000  1500  1500  3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.02  0.02  0.03  0.01  0.01  0.02  0.02  0.29  0.03  0.03  0.29  0.01
Crit Volume:              43      7      429      39
Crit Moves:               ****      ****      ****      ****
*****

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*****
Intersection #106 Winnetka Ave/Vanowen St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.115
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Street Name:          Winnetka Ave          Vanowen St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Protected          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             118 1238    141    140 858    99    128 1293    64    152 904    116
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          118 1238    141    140 858    99    128 1293    64    152 904    116
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           118 1238    141    140 858    99    128 1293    64    152 904    116
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          118 1238    141    140 858    99    128 1293    64    152 904    116
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          118 1238    141    140 858    99    128 1293    64    152 904    116
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    1.00 2.00    1.00    1.00 1.91    0.09    1.00 1.77    0.23
Final Sat.:           1425 2850    1425    1425 2850    1425    1425 2716    134    1425 2526    324
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.43    0.10    0.10 0.30    0.07    0.09 0.48    0.48    0.11 0.36    0.36
Crit Volume:          619          140          679          152
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #107 Sale Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.508
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        29          Level Of Service:          A
*****
Street Name:          Sale Ave          Victory Blvd
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                0  1  0  0  1      0  1  0  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             23    15    40      21    1    39      35 1155    14    16 1330    32
Growth Adj:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:          23    15    40      21    1    39      35 1155    14    16 1330    32
User Adj:             1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           23    15    40      21    1    39      35 1155    14    16 1330    32
Reduct Vol:           0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          23    15    40      21    1    39      35 1155    14    16 1330    32
PCE Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          23    15    40      21    1    39      35 1155    14    16 1330    32
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500    1500 1500  1500    1500 1500  1500    1500 1500  1500
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                0.61 0.39  1.00    0.95 0.05  1.00    1.00 2.00  1.00    1.00 2.00  1.00
Final Sat.:           908  592  1500    1432  68  1500    1500 3000  1500    1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.03  0.03    0.01 0.01  0.03    0.02 0.39  0.01    0.01 0.44  0.02
Crit Volume:          23          39    35          665
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #108 Winnetka Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.969
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Victory Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  2  1  0          2  0  2  1  0          2  0  2  1  0          2  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              244 1073  146  182  767  167  252 2026  173  170 1300  149
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           244 1073  146  182  767  167  252 2026  173  170 1300  149
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           244 1073  146  182  767  167  252 2026  173  170 1300  149
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          244 1073  146  182  767  167  252 2026  173  170 1300  149
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
FinalVolume:          268 1073  146  200  767  167  277 2026  173  187 1300  149
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                2.00 2.64  0.36  2.00 2.46  0.54  2.00 2.76  0.24  2.00 2.69  0.31
Final Sat.:           2750 3631  494  2750 3387  738  2750 3800  325  2750 3701  424
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.30  0.30  0.07 0.23  0.23  0.10 0.53  0.53  0.07 0.35  0.35
Crit Volume:          406    100          733    94
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #109 Winnetka Ave/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.529
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                0    0    2    0    0          0    0    3    0    0          0    0    1    0    0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0 1467          0    0 1067          0    0    17          0    0    60          0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0 1467          0    0 1067          0    0    17          0    0    60          0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 1467          0    0 1067          0    0    17          0    0    60          0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0          0
Reduced Vol:          0 1467          0    0 1067          0    0    17          0    0    60          0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0 1467          0    0 1067          0    0    17          0    0    60          0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 2.00 0.00 0.00 3.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00
Final Sat.:           0 3000          0    0 4500          0    0 1500          0    0 1500          0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.49 0.00 0.00 0.24 0.00 0.00 0.01 0.00 0.00 0.04 0.00
Crit Volume:          734          0          0          60
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #110 Fallbrook Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.732
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        54          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             36 1509    93    145 1068    12    31    80    36    170 175    213
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          36 1509    93    145 1068    12    31    80    36    170 175    213
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           36 1509    93    145 1068    12    31    80    36    170 175    213
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          36 1509    93    145 1068    12    31    80    36    170 175    213
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          36 1509    93    145 1068    12    31    80    36    170 175    213
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.83    0.17    1.00 2.97    0.03    1.00 0.69    0.31    1.00 0.45    0.55
Final Sat.:           1500 4239    261    1500 4450    50    1500 1034    466    1500 677    823
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.36    0.36    0.10 0.24    0.24    0.02 0.08    0.08    0.11 0.26    0.26
Crit Volume:          534          145          31          388
Crit Moves:           ****          ****          ****          ****
*****

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```

*****
Intersection #111 Winnetka Ave/Calvert St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.612
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59          Level Of Service:          B
*****
Street Name:          Winnetka Ave          Calvert St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Prot+Permit          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  0          0  0  2  0  1          2  0  0  0  1          1  0  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:              167 1297          0          0 1030  117          83    0  115          40  24  21
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           167 1297          0          0 1030  117          83    0  115          40  24  21
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           167 1297          0          0 1030  117          83    0  115          40  24  21
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          167 1297          0          0 1030  117          83    0  115          40  24  21
PCE Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
FinalVolume:          167 1297          0          0 1030  117          91    0  115          40  24  21
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1375 1375  1375  1375 1375  1375 1375 1375  1375 1375 1375  1375
Adjustment:            1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                 1.00 2.00  0.00  0.00 2.00  1.00 2.00 0.00  1.00 1.00 0.53  0.47
Final Sat.:           1375 2750          0          0 2750  1375 2750  0  1375 1375 733  642
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.12 0.47  0.00  0.00 0.37  0.09 0.03 0.00  0.08 0.03 0.03  0.03
Crit Volume:           167          515          115          45
Crit Moves:           ****          ****          ****          ****
*****

```

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #112 Winnetka Ave/Oxnard St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.907
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        155          Level Of Service:          E
*****
Street Name:          Winnetka Ave          Oxnard St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  1  0  1          0  1  0  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             120 1386    73          90 1046    118    229 461    90    50 262    121
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          120 1386    73          90 1046    118    229 461    90    50 262    121
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           120 1386    73          90 1046    118    229 461    90    50 262    121
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          120 1386    73          90 1046    118    229 461    90    50 262    121
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    2.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          120 1386    73          90 1046    118    229 461    90    100 262    121
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500    1500    1500 1500    1500    1500 1500    1500    1500 1500    1500
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 1.90    0.10    1.00 1.80    0.20    1.00 1.00    1.00    0.16 0.84    1.00
Final Sat.:           1500 2850    150    1500 2696    304    1500 1500    1500    240 1260    1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.49    0.49    0.06 0.39    0.39    0.15 0.31    0.06    0.21 0.21    0.08
Crit Volume:          730    90          229          312
Crit Moves:           ****    ****          ****          ****
*****

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```

*****
Intersection #113 Fallbrook Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.670
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  1  0  1          1  0  1  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              57 1386          34          90 1046          118          107 165          49          56 262          121
Growth Adj:            1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:           57 1386          34          90 1046          118          107 165          49          56 262          121
User Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:               1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           57 1386          34          90 1046          118          107 165          49          56 262          121
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          57 1386          34          90 1046          118          107 165          49          56 262          121
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          57 1386          34          90 1046          118          107 165          49          56 262          121
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:               1.00 2.00          1.00          1.00 2.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Final Sat.:          1425 2850          1425          1425 2850          1425          1425 1425          1425          1425 1425          1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.49          0.02          0.06 0.37          0.08          0.08 0.12          0.03          0.04 0.18          0.08
Crit Volume:          693          523          165          262
Crit Moves:          ****          ****
*****

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*****
Intersection #114 Winnetka Ave/Hatteras St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.592
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Winnetka Ave          Hatteras St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  0  1  1  0          0  0  1! 0  0          0  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              17 1415    94    69 984    10    12    3    15    32    4    17
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
Initial Bse:           17 1415    94    69 984    10    12    3    15    32    4    17
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
PHF Volume:           17 1415    94    69 984    10    12    3    15    32    4    17
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          17 1415    94    69 984    10    12    3    15    32    4    17
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
FinalVolume:          17 1415    94    69 984    10    12    3    15    32    4    17
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1500 1500    1500    1500 1500    1500    1500 1500    1500 1500    1500
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00 1.00    1.00
Lanes:                 1.00 1.88    0.12    1.00 1.98    0.02    0.40 0.10    0.50 0.60 0.08    0.32
Final Sat.:           1500 2813    187    1500 2970    30    600 150    750    906 113    481
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.01 0.50    0.50    0.05 0.33    0.33    0.02 0.02    0.02    0.04 0.04    0.04
Crit Volume:           755          69          12          53
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #115 Winnetka Ave / Clark St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.660
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          B
*****
Street Name:          Winnetka Ave          Clark St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  0          0  0  1  1  0          1  0  0  0  1          0  0  0  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             112 1537          0          0 1222          31          43          0          172          0    0    0
Growth Adj:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Initial Bse:          112 1537          0          0 1222          31          43          0          172          0    0    0
User Adj:             1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
PHF Volume:           112 1537          0          0 1222          31          43          0          172          0    0    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          112 1537          0          0 1222          31          43          0          172          0    0    0
PCE Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
MLF Adj:              1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
FinalVolume:          112 1537          0          0 1222          31          43          0          172          0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425          1425          1425 1425          1425          1425 1425          1425          1425 1425          1425
Adjustment:           1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00          1.00 1.00          1.00
Lanes:                1.00 2.00          0.00          0.00 1.95          0.05          1.00 0.00          1.00          0.00 0.00          0.00
Final Sat.:           1425 2850          0          0 2779          71          1425          0          1425          0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.54          0.00          0.00 0.44          0.44          0.03 0.00          0.12          0.00 0.00          0.00
Crit Volume:          769          626          172          0
Crit Moves:          ****          ****
*****

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*****
Intersection #116
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.665
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      2      0      0      0      0      2      0      1      0      0      0      0      1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      205      818      0      0      810      388      0      0      0      283      3      611
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      205      818      0      0      810      388      0      0      0      283      3      611
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      205      818      0      0      810      388      0      0      0      283      3      611
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      205      818      0      0      810      388      0      0      0      283      3      611
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.10      1.00      1.10
FinalVolume:      205      818      0      0      810      388      0      0      0      311      3      672
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      2.00      0.00      0.00      2.00      1.00      0.00      0.00      0.00      1.00      0.01      1.99
Final Sat.:      1425      2850      0      0      2850      1425      0      0      0      1425      14      2836
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.14      0.29      0.00      0.00      0.28      0.27      0.00      0.00      0.00      0.22      0.21      0.24
Crit Volume:      205      405      0      338
Crit Moves:      ****      ****      ****
*****

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*****
Intersection #117
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.844
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        146          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:      0 0 2 0 1      1 0 2 0 0      1 0 0 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 767 317 403 688 0 416 1 176 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 767 317 403 688 0 416 1 176 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 767 317 403 688 0 416 1 176 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 767 317 403 688 0 416 1 176 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 767 317 403 688 0 416 1 176 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.00 0.01 0.99 0.00 0.00 0.00
Final Sat.: 0 2850 1425 1425 2850 0 1425 8 1417 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.27 0.22 0.28 0.24 0.00 0.29 0.12 0.12 0.00 0.00 0.00
Crit Volume: 384 403 416 0
Crit Moves: ****
*****

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```

*****
Intersection #118
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.013
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      0      1      0      2      0      1      0      1      1      0      2      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      104      408      71      341      368      231      322      1525      116      69      1066      300
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      104      408      71      341      368      231      322      1525      116      69      1066      300
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      104      408      71      341      368      231      322      1525      116      69      1066      300
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      104      408      71      341      368      231      322      1525      116      69      1066      300
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.10      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      104      408      71      375      368      231      322      1525      116      69      1066      300
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425      1425
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      0.85      0.15      2.00      1.00      1.00      1.00      2.79      0.21      1.00      2.34      0.66
Final Sat.:      1425      1214      211      2850      1425      1425      1425      3973      302      1425      3336      939
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.07      0.34      0.34      0.13      0.26      0.16      0.23      0.38      0.38      0.05      0.32      0.32
Crit Volume:      479      188      322      455
Crit Moves:      ****      ****      ****      ****
*****

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```

*****
Intersection #119 Sale Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.600
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        36          Level Of Service:          A
*****
Street Name:          Sale Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Permitted
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0
Lanes:                   0  0  1!  0  0      0  1  0  0  1      1  0  2  1  0      1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:                34      6      54      56      2      31      38 1158      8      26 2084      50
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              34      6      54      56      2      31      38 1158      8      26 2084      50
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:               34      6      54      56      2      31      38 1158      8      26 2084      50
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              34      6      54      56      2      31      38 1158      8      26 2084      50
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:              34      6      54      56      2      31      38 1158      8      26 2084      50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                 1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                    0.36 0.06  0.58  0.97 0.03  1.00  1.00 2.98  0.02  1.00 2.93  0.07
Final Sat.:               543   96   862  1448   52  1500  1500 4469   31  1500 4395  105
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                   0.06 0.06  0.06  0.04 0.04  0.02  0.03 0.26  0.26  0.02 0.47  0.47
Crit Volume:                94      56      38      711
Crit Moves:                ****          ****          ****          ****
*****

```

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```

*****
Intersection #120
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.770
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        81          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Split Phase      Split Phase
Rights:      Include      Ovl      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 1 1 0      0 1 1 0 1      1 1 0 0 1      0 0 1! 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      243 864 11      21 603 702      621 89 181      19 53 41
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 243 864 11      21 603 702      621 89 181      19 53 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 243 864 11      21 603 702      621 89 181      19 53 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 243 864 11      21 603 702      621 89 181      19 53 41
PCE Adj: 1.00 1.00 1.00 4.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
FinalVolume: 243 864 11      84 603 702      683 89 181      19 53 41
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.97 0.03 0.30 1.70 1.00 1.77 0.23 1.00 0.17 0.47 0.36
Final Sat.: 1425 2814 36 427 2423 1425 2521 329 1425 240 668 517
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.17 0.31 0.31 0.05 0.25 0.49 0.27 0.27 0.13 0.08 0.08 0.08
Crit Volume: 243 355 386 113
Crit Moves: ****
*****

```

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```

*****
Intersection #121 Fallbrook Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.262
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Fallbrook Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Split Phase          Split Phase          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  1  1  0          1  1  0  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              52  749  166          432  228  485          163  464          42  234 1040  693
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           52  749  166          432  228  485          163  464          42  234 1040  693
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           52  749  166          432  228  485          163  464          42  234 1040  693
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          52  749  166          432  228  485          163  464          42  234 1040  693
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          52  749  166          475  228  485          163  464          42  234 1040  693
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 1.64  0.36          1.35 0.65  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          1425 2333  517          1926  924  1425          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.32  0.32          0.25 0.25  0.34          0.11 0.16  0.03          0.16 0.36  0.49
Crit Volume:                458          485          163          693
Crit Moves:                ****          ****          ****          ****
*****

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*****
Intersection #122 Woodlake Ave/Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.867
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        171          Level Of Service:          D
*****
Street Name:          Woodlake Ave          Ventura Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Permitted          Prot+Permit
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  1  0  0  1          1  0  0  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              28  152   92   102  104   40   49  440   32   648  610  105
Growth Adj:            1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           28  152   92   102  104   40   49  440   32   648  610  105
User Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           28  152   92   102  104   40   49  440   32   648  610  105
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          28  152   92   102  104   40   49  440   32   648  610  105
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          28  152   92   102  104   40   49  440   32   648  610  105
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                0.16 0.84  1.00  1.00 0.72  0.28  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           214 1161  1375  1375 993   382  1375 2750  1375  1375 2750  1375
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.13  0.07  0.07 0.10  0.10  0.04 0.16  0.02  0.47 0.22  0.08
Crit Volume:          180          144          220          648
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #123 Tampa Ave / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.856
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Tampa Ave          Ventura Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Split Phase      Split Phase      Protected      Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  0  1  0      2  0  1  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              40  117   46   539  152   236   187 1522   57   31  991   359
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           40  117   46   539  152   236   187 1522   57   31  991   359
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           40  117   46   539  152   236   187 1522   57   31  991   359
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          40  117   46   539  152   236   187 1522   57   31  991   359
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.10 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          40  117   46   593  152   236   187 1522   57   31  991   359
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425   1425   1425 1425   1425   1425 1425   1425   1425 1425   1425
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:               1.00 0.72   0.28   2.00 1.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:          1425 1023   402   2850 1425   1425   1425 2850   1425   1425 2850   1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.11   0.11   0.21 0.11   0.17   0.13 0.53   0.04   0.02 0.35   0.25
Crit Volume:          163          296          761          496
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #124 Tampa Ave / Ventura Fwy 101 EB offramp
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.651
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53          Level Of Service:          B
*****
Street Name:          Tampa Ave          Ventura Fwy 101 EB offramp
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted        Permitted        Protected        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                0  0  3  0  0      0  0  3  0  0      1  0  0  0  1      0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             0  665      0      0  766      0  672      0  178      0    0      0
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:          0  665      0      0  766      0  672      0  178      0    0      0
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0  665      0      0  766      0  672      0  178      0    0      0
Reduct Vol:           0    0      0      0    0      0    0      0    0      0    0      0
Reduced Vol:          0  665      0      0  766      0  672      0  178      0    0      0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          0  665      0      0  766      0  672      0  178      0    0      0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.00 3.00 0.00 0.00 3.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:           0  4275      0      0  4275      0  1425      0  1425      0    0      0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.16 0.00 0.00 0.18 0.00 0.47 0.00 0.12 0.00 0.00 0.00
Crit Volume:          0          255          672          0
Crit Moves:          ****          ****          ****
*****

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*****
Intersection #125 Tampa Ave / Ventura Fwy 101 WB
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.668
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56          Level Of Service:          B
*****
Street Name:          Tampa Ave          Ventura Fwy 101 WB
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:                Permitted        Permitted        Permitted        Protected
Rights:                  Include          Include          Include          Include
Min. Green:              0      0      0      0      0      0      0      0      0      0      0      0
Lanes:                   1  0  3  0  0      0  0  2  0  1      0  0  0  0  0      1  0  1! 0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:                296  846      0      0  547  316      0      0      0      291  0  618
Growth Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:              296  846      0      0  547  316      0      0      0      291  0  618
User Adj:                 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:              296  846      0      0  547  316      0      0      0      291  0  618
Reduct Vol:               0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:              296  846      0      0  547  316      0      0      0      291  0  618
PCE Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:                  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
FinalVolume:              296  846      0      0  547  316      0      0      0      320  0  680
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                   1.00 3.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  1.00 0.00  2.00
Final Sat.:              1425 4275      0      0 2850 1425      0      0      0      1425  0  2850
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.21 0.20  0.00  0.00 0.19  0.22  0.00 0.00  0.00  0.22 0.00  0.24
Crit Volume:              296          316          0          340
Crit Moves:              ****          ****          ****
*****

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*****
Intersection #126 101 Ventura Fwy EB and Vanalden / Ventura Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.747
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        74          Level Of Service:          C
*****
Street Name: 101 Ventura Fwy EB and Vanalden          Ventura Blvd
Approach:      North Bound          South Bound          East Bound          West Bound
Movement:      L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:      Permitted          Permitted          Protected          Protected
Rights:      Include          Include          Include          Include
Min. Green:    0    0    0          0    0    0          0    0    0          0    0    0
Lanes:        0    1    0    1    0          0    0    0    0    0          2    0    2    0    1          1    0    3    0    1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      133    179    107          0    0    0          550    1519    115          96    1370    88
Growth Adj:    1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Initial Bse:    133    179    107          0    0    0          550    1519    115          96    1370    88
User Adj:      1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Adj:      1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
PHF Volume:    133    179    107          0    0    0          550    1519    115          96    1370    88
Reduct Vol:    0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:    133    179    107          0    0    0          550    1519    115          96    1370    88
PCE Adj:      1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
MLF Adj:      1.00    1.00    1.00          1.00    1.00    1.00          1.10    1.00    1.00          1.00    1.00    1.00
FinalVolume:    133    179    107          0    0    0          605    1519    115          96    1370    88
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425    1425    1425          1425    1425    1425          1425    1425    1425          1425    1425    1425
Adjustment:    1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00          1.00    1.00    1.00
Lanes:        0.63    0.86    0.51          0.00    0.00    0.00          2.00    2.00    1.00          1.00    3.00    1.00
Final Sat.:    905    1218    728          0    0    0          2850    2850    1425          1425    4275    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.15    0.15    0.15          0.00    0.00    0.00          0.21    0.53    0.08          0.07    0.32    0.06
Crit Volume:    209          0          760          96
Crit Moves:      ****          ****          ****
*****

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*****
Intersection #127 Victory Blvd/Busway
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.827
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        108          Level Of Service:          D
*****
Street Name:          Victory Blvd          Busway
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|
Control:              Permitted            Permitted            Protected            Protected
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1! 0  0        0  0  1  0  0        0  0  2  0  1        0  0  2  0  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             333    16    7          0    17    0          0 1934    358          0 1285    0
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Initial Bse:          333    16    7          0    17    0          0 1934    358          0 1285    0
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
PHF Volume:           333    16    7          0    17    0          0 1934    358          0 1285    0
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          333    16    7          0    17    0          0 1934    358          0 1285    0
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
MLF Adj:              1.10 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
FinalVolume:          366    16    7          0    17    0          0 1934    358          0 1285    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425        1425 1425  1425        1425 1425  1425        1425 1425  1425
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00
Lanes:                1.88 0.08  0.04        0.00 1.00  0.00        0.00 2.00  1.00        0.00 2.00  0.00
Final Sat.:           2682 117    51          0 1425    0          0 2850  1425          0 2850    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14 0.14  0.14        0.00 0.01  0.00        0.00 0.68  0.25        0.00 0.45  0.00
Crit Volume:          195                  17                  967                  0
Crit Moves:          ****                  ****                  ****                  ****
*****

```

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```

*****
Intersection #128 Corbin Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.913
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        166          Level Of Service:          E
*****
Street Name:          Corbin Ave          Victory Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0          1  0  1  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             56  853  157          159  505  138          124 1761          44  104 1219  334
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          56  853  157          159  505  138          124 1761          44  104 1219  334
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           56  853  157          159  505  138          124 1761          44  104 1219  334
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          56  853  157          159  505  138          124 1761          44  104 1219  334
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          56  853  157          159  505  138          124 1761          44  104 1219  334
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.69  0.31          1.00 1.57  0.43          1.00 2.93  0.07  1.00 2.35  0.65
Final Sat.:          1500 2534  466          1500 2356  644          1500 4390  110  1500 3532  968
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.34  0.34          0.11 0.21  0.21          0.08 0.40  0.40  0.07 0.35  0.35
Crit Volume:          505  159          602  104
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #129 Tampa Ave/Victory Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.995
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Tampa Ave          Victory Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Protected        Prot+Permit      Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  3  0  1      1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              168 1057  144    237 804  183    82 1565  86    131 1403  180
Growth Adj:            1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Initial Bse:           168 1057  144    237 804  183    82 1565  86    131 1403  180
User Adj:              1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:           168 1057  144    237 804  183    82 1565  86    131 1403  180
Reduct Vol:            0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:          168 1057  144    237 804  183    82 1565  86    131 1403  180
PCE Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
MLF Adj:               1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
FinalVolume:          168 1057  144    237 804  183    82 1565  86    131 1403  180
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425    1425 1425  1425    1425 1425  1425    1425 1425  1425
Adjustment:           1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
Lanes:                1.00 2.00  1.00    1.00 2.00  1.00    1.00 3.00  1.00    1.00 3.00  1.00
Final Sat.:           1425 2850  1425    1425 2850  1425    1425 4275  1425    1425 4275  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.37  0.10    0.17 0.28  0.13    0.06 0.37  0.06    0.09 0.33  0.13
Crit Volume:          529          237          522          131
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #130
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.075
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 2 0 1      1 0 2 1 0      1 0 0 1 0      1 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      84      62      39      44      81      273      193 1228      67      71 1211      46
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      84      62      39      44      81      273      193 1228      67      71 1211      46
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      84      62      39      44      81      273      193 1228      67      71 1211      46
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      84      62      39      44      81      273      193 1228      67      71 1211      46
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      84      62      39      44      81      273      193 1228      67      71 1211      46
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 2.00      1.00      1.00 2.00      1.00      1.00 0.95      0.05      1.00 1.00      1.00
Final Sat.:      1425 2850      1425      1425 2850      1425      1425 1351      74      1425 1425      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06 0.02      0.03      0.03 0.03      0.19      0.14 0.91      0.91      0.05 0.85      0.03
Crit Volume:      84          44          193          1211
Crit Moves:      ****          ****          ****          ****
*****

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*****
Intersection #131
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.809
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        97          Level Of Service:          D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Protected      Prot+Permit      Prot+Permit
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 2      2 0 2 0 1      1 0 3 0 1      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      109 1064      444      614 968      164      105 476      100      140 379      355
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      109 1064      444      614 968      164      105 476      100      140 379      355
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      109 1064      444      614 968      164      105 476      100      140 379      355
Reduct Vol:      0      0      0      0      0      0      0      0      0
Reduced Vol:      109 1064      444      614 968      164      105 476      100      140 379      355
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.10      1.10 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      109 1064      488      675 968      164      105 476      100      140 379      355
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425      1425      1425 1425      1425      1425 1425      1425      1425 1425      1425
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 3.00      2.00      2.00 2.00      1.00      1.00 3.00      1.00      1.00 2.00      1.00
Final Sat.:      1425 4275      2850      2850 2850      1425      1425 4275      1425      1425 2850      1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08 0.25      0.17      0.24 0.34      0.12      0.07 0.11      0.07      0.10 0.13      0.25
Crit Volume:      355      338      105      355
Crit Moves:      ****      ****      ****      ****
*****

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*****
Intersection #132
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.701
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        62          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 2 0 0      0 0 3 0 0      2 0 0 1 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1459      0 0 1570      0 491 0 433      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 1459      0 0 1570      0 491 0 433      0 0 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 1459      0 0 1570      0 491 0 433      0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 1459      0 0 1570      0 491 0 433      0 0 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.10  1.00 1.00 1.00
FinalVolume:  0 1459      0 0 1570      0 540 0 476      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 2.00 0.00  0.00 3.00 0.00  2.00 0.00 2.00  0.00 0.00 0.00
Final Sat.:  0 2850      0 0 4275      0 2850 0 2850      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.51 0.00  0.00 0.37 0.00  0.19 0.00 0.17  0.00 0.00 0.00
Crit Volume:  729      0      270      0
Crit Moves:   ****      ****      ****
*****

```

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*****
Intersection #133
*****
Cycle (sec):          100          Critical Vol./Cap. (X):          0.674
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Protected      Permitted      Permitted      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      2 0 3 0 0      0 0 3 0 1      0 0 0 0 0      1 1 0 1 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      552 1280      0 0 962 324      0 0 0 0 606 1 545
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      552 1280      0 0 962 324      0 0 0 0 606 1 545
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      552 1280      0 0 962 324      0 0 0 0 606 1 545
Reduct Vol:      0 0 0      0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      552 1280      0 0 962 324      0 0 0 0 606 1 545
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.10
FinalVolume:      607 1280      0 0 962 324      0 0 0 0 667 1 600
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      2.00 3.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 2.00 0.01 1.99
Final Sat.:      2850 4275      0 0 4275 1425      0 0 0 2850 5 2845
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.21 0.30 0.00 0.00 0.23 0.23 0.00 0.00 0.00 0.23 0.21 0.21
Crit Volume:      304          324          0          333
Crit Moves:      ****          ****          ****
*****

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```

*****
Intersection #134
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.659
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Protected      Protected      Permitted      Permitted
Rights:          Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0
Lanes:          0      0      0      0      0      0      0      2      0      1      0      0
-----|-----|-----|-----|
Volume Module:
Base Vol:        0      0      0      0      0      0      0      959      939      0      805      0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0      0      0      0      0      0      0      959      939      0      805      0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0      0      0      0      0      0      0      959      939      0      805      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      0      0      0      0      0      0      0      959      939      0      805      0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      0      0      0      0      0      0      0      959      939      0      805      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 0.00 2.00 0.00
Final Sat.:      0      0      0      0      0      0      0      2850 1425      0      2850      0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.34 0.66 0.00 0.28 0.00
Crit Volume:      0          0          939      0
Crit Moves:          ****      ****
*****

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*****
Intersection #135 Canoga Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.839
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        90          Level Of Service:          D
*****
Street Name:          Canoga Ave          Nordhoff St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  0  1        1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             49  631  351        225  565  12          13  578  69  254  611  220
Growth Adj:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:          49  631  351        225  565  12          13  578  69  254  611  220
User Adj:             1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:           49  631  351        225  565  12          13  578  69  254  611  220
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          49  631  351        225  565  12          13  578  69  254  611  220
PCE Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:          49  631  351        225  565  12          13  578  69  254  611  220
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500        1500 1500  1500        1500 1500  1500 1500 1500  1500
Adjustment:           1.00 1.00  1.00        1.00 1.00  1.00        1.00 1.00  1.00 1.00 1.00  1.00
Lanes:                1.00 1.29  0.71        1.00 1.96  0.04        1.00 2.00  1.00 1.00 2.00  1.00
Final Sat.:           1500 1928  1072        1500 2938  62          1500 3000  1500 1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.03 0.33  0.33        0.15 0.19  0.19        0.01 0.19  0.05 0.17 0.20  0.15
Crit Volume:          491          225          289          254
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #136 De Soto Ave/Nordhoff St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.857
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        130          Level Of Service:          D
*****
Street Name:          De Soto Ave          Nordhoff St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Protected          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          2  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              84 1692  144          112 1462  315          272 1151  122          122 836  205
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           84 1692  144          112 1462  315          272 1151  122          122 836  205
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           84 1692  144          112 1462  315          272 1151  122          122 836  205
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          84 1692  144          112 1462  315          272 1151  122          122 836  205
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.10 1.00  1.00          1.00 1.00  1.00
FinalVolume:          84 1692  144          112 1462  315          299 1151  122          122 836  205
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:               1.00 2.76  0.24          1.00 2.47  0.53          2.00 2.71  0.29          1.00 2.41  0.59
Final Sat.:          1425 3940  335          1425 3517  758          2850 3865  410          1425 3433  842
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.06 0.43  0.43          0.08 0.42  0.42          0.10 0.30  0.30          0.09 0.24  0.24
Crit Volume:          612          112          150          347
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #137 Topanga Canyon Blvd/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.803
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        95          Level Of Service:          D
*****
Street Name:          Topanga Canyon Blvd          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Split Phase          Split Phase
Rights:                Ignore          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0  0  3  0  1          1  0  2  1  0          0  0  0  0  1          1  1  0  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              0 1851    506    318 1707    24          0    0    9    345    22    316
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           0 1851    506    318 1707    24          0    0    9    345    22    316
User Adj:              1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:            0 1851    0    318 1707    24          0    0    9    345    22    316
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:           0 1851    0    318 1707    24          0    0    9    345    22    316
PCE Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:               1.00 1.00    0.00    1.00 1.00    1.00    1.00 1.00    1.00    1.10 1.00    1.00
FinalVolume:           0 1851    0    318 1707    24          0    0    9    380    22    316
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                 0.00 3.00    1.00    1.00 2.96    0.04    0.00 0.00    1.00    1.89 0.11    1.00
Final Sat.:            0 4275    1425    1425 4216    59          0    0    1425    2694 156    1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.43    0.00    0.22 0.40    0.40    0.00 0.00    0.01    0.14 0.14    0.22
Crit Volume:           617          318          9    201
Crit Moves:            ****          ****          ****    ****
*****

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*****
Intersection #138 Canoga Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.948
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Canoga Ave          Parthenia St
Approach:             North Bound        South Bound        East Bound        West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include            Include            Include            Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  1  1  0        1  0  1  1  0        1  0  2  0  1        1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             35   954   399   169  645   51   38  676   51  238  559   97
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          35   954   399   169  645   51   38  676   51  238  559   97
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           35   954   399   169  645   51   38  676   51  238  559   97
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          35   954   399   169  645   51   38  676   51  238  559   97
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          35   954   399   169  645   51   38  676   51  238  559   97
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 1.41  0.59  1.00 1.85  0.15  1.00 2.00  1.00  1.00 1.70  0.30
Final Sat.:           1500 2115  885  1500 2780  220  1500 3000  1500  1500 2556  444
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.45  0.45  0.11 0.23  0.23  0.03 0.23  0.03  0.16 0.22  0.22
Crit Volume:          677          169          338          238
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #139 De Soto Ave/Parthenia St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.826
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        107          Level Of Service:          D
*****
Street Name:          De Soto Ave          Parthenia St
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Protected          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  1  0          1  0  2  1  0          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              72 1614    139    181 1440    130    189 866    67    149 690    186
Growth Adj:            1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:           72 1614    139    181 1440    130    189 866    67    149 690    186
User Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:               1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           72 1614    139    181 1440    130    189 866    67    149 690    186
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          72 1614    139    181 1440    130    189 866    67    149 690    186
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          72 1614    139    181 1440    130    189 866    67    149 690    186
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 2.76    0.24    1.00 2.75    0.25    1.00 2.00    1.00    1.00 2.00    1.00
Final Sat.:          1425 3936    339    1425 3921    354    1425 2850    1425    1425 2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.41    0.41    0.13 0.37    0.37    0.13 0.30    0.05    0.10 0.24    0.13
Crit Volume:          72          523          433          149
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #140 Fallbrook Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.963
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Fallbrook Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Prot+Permit
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1    0    1    1    1          1    0    2    0    1          1    0    2    0    1
-----|-----|-----|-----|
Volume Module:
Base Vol:             201    108    487    170    257    49    35    734    139    568    731    60
Growth Adj:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Initial Bse:          201    108    487    170    257    49    35    734    139    568    731    60
User Adj:             1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
PHF Volume:           201    108    487    170    257    49    35    734    139    568    731    60
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          201    108    487    170    257    49    35    734    139    568    731    60
PCE Adj:              1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
MLF Adj:              1.00    1.00    1.10    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
FinalVolume:          201    108    536    170    257    49    35    734    139    568    731    60
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425    1425
Adjustment:           1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00    1.00
Lanes:                1.00    1.00    2.00    1.00    2.00    1.00    1.00    2.00    1.00    1.00    2.00    1.00
Final Sat.:           1425    1425    2850    1425    2850    1425    1425    2850    1425    1425    2850    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.14    0.08    0.19    0.12    0.09    0.03    0.02    0.26    0.10    0.40    0.26    0.04
Crit Volume:          268    170          367    568
Crit Moves:           ****    ****          ****    ****
*****

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*****
Intersection #141 Shoup Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.887
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        164          Level Of Service:          D
*****
Street Name:          Shoup Ave          Roscoe Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:               Protected        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                 1  0  1  0  1      1  0  0  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:              171  171  417      15  134  28      21 1203  75  329 1142  18
Growth Adj:            1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:           171  171  417      15  134  28      21 1203  75  329 1142  18
User Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           171  171  417      15  134  28      21 1203  75  329 1142  18
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          171  171  417      15  134  28      21 1203  75  329 1142  18
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          171  171  417      15  134  28      21 1203  75  329 1142  18
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 1.00  1.00  1.00 0.83  0.17  1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:          1425 1425  1425  1425 1179  246  1425 2850  1425  1425 2850  1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.12  0.29  0.01 0.11  0.11  0.01 0.42  0.05  0.23 0.40  0.01
Crit Volume:          171          162          602          329
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #142 Canoga Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.858
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          D
*****
Street Name:          Canoga Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  2  1  0          1  0  3  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             71 1198    236    143 1029    90    98 1137    178    185 841    118
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          71 1198    236    143 1029    90    98 1137    178    185 841    118
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           71 1198    236    143 1029    90    98 1137    178    185 841    118
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          71 1198    236    143 1029    90    98 1137    178    185 841    118
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          71 1198    236    143 1029    90    98 1137    178    185 841    118
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425    1425    1425 1425    1425    1425 1425    1425    1425 1425    1425
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:               1.00 2.00    1.00    1.00 2.00    1.00    1.00 2.59    0.41    1.00 3.00    1.00
Final Sat.:          1425 2850    1425    1425 2850    1425    1425 3696    579    1425 4275    1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.42    0.17    0.10 0.36    0.06    0.07 0.31    0.31    0.13 0.20    0.08
Crit Volume:          599          514          438    185
Crit Moves:           ****          ****          ****
*****

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*****
Intersection #143 De Soto Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.823
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        129          Level Of Service:          D
*****
Street Name:          De Soto Ave          Roscoe Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Protected          Protected          Protected
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 2  0  3  0  1          2  0  2  1  0          2  0  2  1  0          2  0  3  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              137 1529   132   184 1356   157   364 1240   18   72  960   115
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           137 1529   132   184 1356   157   364 1240   18   72  960   115
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           137 1529   132   184 1356   157   364 1240   18   72  960   115
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          137 1529   132   184 1356   157   364 1240   18   72  960   115
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00   1.10 1.00   1.00
FinalVolume:          151 1529   132   202 1356   157   400 1240   18   79  960   115
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                2.00 3.00   1.00   2.00 2.69   0.31   2.00 2.96   0.04   2.00 3.00   1.00
Final Sat.:           2750 4125   1375   2750 3697   428   2750 4066   59   2750 4125   1375
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.05 0.37   0.10   0.07 0.37   0.37   0.15 0.30   0.30   0.03 0.23   0.08
Crit Volume:           510          101          200          320
Crit Moves:            ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

```

*****
Intersection #144 Mason Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.808
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        75          Level Of Service:          D
*****
Street Name:          Mason Ave          Roscoe Blvd
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:               Permitted      Permitted      Permitted      Permitted
Rights:                Include      Include      Include      Include
Min. Green:           0    0    0      0    0    0      0    0    0      0    0    0
Lanes:                1  0  2  0  1    1  0  2  0  1    1  0  2  1  0    1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             121  936    94    156 1043    121  164 1302    120    96 1025    120
Growth Adj:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          121  936    94    156 1043    121  164 1302    120    96 1025    120
User Adj:             1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           121  936    94    156 1043    121  164 1302    120    96 1025    120
Reduct Vol:           0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:          121  936    94    156 1043    121  164 1302    120    96 1025    120
PCE Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          121  936    94    156 1043    121  164 1302    120    96 1025    120
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.75  0.25  1.00 2.69  0.31
Final Sat.:           1500 3000  1500  1500 3000  1500  1500 4120    380  1500 4028    472
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.31  0.06  0.10 0.35  0.08  0.11 0.32  0.32  0.06 0.25  0.25
Crit Volume:          121          522          474          96
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #145 Winnetka Ave/Roscoe Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.819
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        126          Level Of Service:          D
*****
Street Name:          Winnetka Ave          Roscoe Blvd
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1        1  0  3  0  1        1  0  2  1  0        1  0  2  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             167 1008    155    184 1029    119    126 1227    113    159 1013    159
Growth Adj:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Initial Bse:          167 1008    155    184 1029    119    126 1227    113    159 1013    159
User Adj:             1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
PHF Volume:           167 1008    155    184 1029    119    126 1227    113    159 1013    159
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          167 1008    155    184 1029    119    126 1227    113    159 1013    159
PCE Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
MLF Adj:              1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
FinalVolume:          167 1008    155    184 1029    119    126 1227    113    159 1013    159
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375    1375    1375 1375    1375    1375 1375    1375    1375 1375    1375
Adjustment:           1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00    1.00
Lanes:                1.00 3.00    1.00    1.00 3.00    1.00    1.00 2.75    0.25    1.00 2.59    0.41
Final Sat.:           1375 4125    1375    1375 4125    1375    1375 3777    348    1375 3565    560
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.24    0.11    0.13 0.25    0.09    0.09 0.32    0.32    0.12 0.28    0.28
Crit Volume:          336          184          447          159
Crit Moves:           ****          ****          ****          ****
*****

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Circular 212 Planning Method (Base Volume Alternative)

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*****
Intersection #146 Fallbrook Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.642
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        40          Level Of Service:          B
*****
Street Name:          Fallbrook Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:               1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             161  717  138          113  827          50          57  375  115  201  453  53
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          161  717  138          113  827          50          57  375  115  201  453  53
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           161  717  138          113  827          50          57  375  115  201  453  53
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          161  717  138          113  827          50          57  375  115  201  453  53
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          161  717  138          113  827          50          57  375  115  201  453  53
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500          1500 1500  1500          1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Lanes:               1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00  1.00 1.79  0.21
Final Sat.:           1500 3000  1500          1500 3000  1500          1500 3000  1500  1500 2686  314
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.24  0.09          0.08 0.28  0.03          0.04 0.13  0.08  0.13 0.17  0.17
Crit Volume:          161          414          188          201
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #147 Shoup Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.583
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        35          Level Of Service:          A
*****
Street Name:          Shoup Ave          Saticoy St
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:              Permitted        Permitted        Permitted        Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0        0    0    0        0    0    0        0    0    0
Lanes:                1  0  2  0  1      1  0  1  1  0      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:             183   740   225      49  494   39      32  515   75   168  510   52
Growth Adj:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          183   740   225      49  494   39      32  515   75   168  510   52
User Adj:             1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:           183   740   225      49  494   39      32  515   75   168  510   52
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          183   740   225      49  494   39      32  515   75   168  510   52
PCE Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          183   740   225      49  494   39      32  515   75   168  510   52
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500  1500      1500 1500  1500      1500 1500  1500  1500 1500  1500
Adjustment:           1.00 1.00  1.00      1.00 1.00  1.00      1.00 1.00  1.00  1.00 1.00  1.00
Lanes:                1.00 2.00  1.00      1.00 1.85  0.15      1.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:           1500 3000  1500      1500 2780  220      1500 3000  1500  1500 3000  1500
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.12 0.25  0.15      0.03 0.18  0.18      0.02 0.17  0.05  0.11 0.17  0.03
Crit Volume:          183          267          258          168
Crit Moves:          ****          ****          ****          ****
*****

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*****
Intersection #148 Mason Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.979
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:          E
*****
Street Name:          Mason Ave          Saticoy St
Approach:              North Bound      South Bound      East Bound      West Bound
Movement:              L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted        Permitted        Permitted        Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0      0      0      0      0      0      0      0      0      0
Lanes:                 1  0  2  0  1      1  0  2  0  1      1  0  2  0  1      1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              116 1016   153   169 805   183   171 1334   105   125 966   144
Growth Adj:            1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:           116 1016   153   169 805   183   171 1334   105   125 966   144
User Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:               1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           116 1016   153   169 805   183   171 1334   105   125 966   144
Reduct Vol:            0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:          116 1016   153   169 805   183   171 1334   105   125 966   144
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          116 1016   153   169 805   183   171 1334   105   125 966   144
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:               1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00   1.00 2.00   1.00
Final Sat.:          1500 3000   1500   1500 3000   1500   1500 3000   1500   1500 3000   1500
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.08 0.34   0.10   0.11 0.27   0.12   0.11 0.44   0.07   0.08 0.32   0.10
Crit Volume:           508      169      667      125
Crit Moves:            ****          ****          ****          ****
*****

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*****
Intersection #149 Winnetka Ave/Saticoy St
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.880
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        120          Level Of Service:          D
*****
Street Name:          Winnetka Ave          Saticoy St
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Permitted          Permitted          Permitted          Permitted
Rights:               Include          Include          Include          Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  3  0  1          1  0  3  0  1          1  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:             139 1093   125   148  963   172   141 1299   112   102  947   131
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          139 1093   125   148  963   172   141 1299   112   102  947   131
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           139 1093   125   148  963   172   141 1299   112   102  947   131
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          139 1093   125   148  963   172   141 1299   112   102  947   131
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          139 1093   125   148  963   172   141 1299   112   102  947   131
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500   1500   1500 1500   1500   1500 1500   1500   1500 1500   1500
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 3.00   1.00   1.00 3.00   1.00   1.00 1.84   0.16   1.00 1.76   0.24
Final Sat.:           1500 4500   1500   1500 4500   1500   1500 2762   238   1500 2635   365
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.09 0.24   0.08   0.10 0.21   0.11   0.09 0.47   0.47   0.07 0.36   0.36
Crit Volume:           364          148          706          102
Crit Moves:           ****          ****          ****          ****
*****

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*****
Intersection #150 Fallbrook Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.798
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        92          Level Of Service:          C
*****
Street Name:          Fallbrook Ave          Sherman Way
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Permitted          Protected          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 1  0  2  0  1          1  0  2  0  1          1  0  2  0  1          1  0  2  0  1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:              187  956  229          81  971  160          176  771  320          192  605  108
Growth Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Initial Bse:           187  956  229          81  971  160          176  771  320          192  605  108
User Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Adj:               1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
PHF Volume:           187  956  229          81  971  160          176  771  320          192  605  108
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          187  956  229          81  971  160          176  771  320          192  605  108
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
FinalVolume:          187  956  229          81  971  160          176  771  320          192  605  108
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1425 1425  1425          1425 1425  1425          1425 1425  1425          1425 1425  1425
Adjustment:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00          1.00 2.00  1.00
Final Sat.:          1425 2850  1425          1425 2850  1425          1425 2850  1425          1425 2850  1425
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.13 0.34  0.16          0.06 0.34  0.11          0.12 0.27  0.22          0.13 0.21  0.08
Crit Volume:           478          81          386          192
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #151 Winnetka Ave/Sherman Way
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          1.083
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        180          Level Of Service:              F
*****
Street Name:          Winnetka Ave          Sherman Way
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Prot+Permit          Prot+Permit
Rights:               Include              Include              Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                1  0  2  1  0          1  0  2  1  0          1  0  2  1  0          1  0  2  1  0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             142 1218   125   337 885   158   190 1648   145   107 1131   277
Growth Adj:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Initial Bse:          142 1218   125   337 885   158   190 1648   145   107 1131   277
User Adj:             1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
PHF Volume:           142 1218   125   337 885   158   190 1648   145   107 1131   277
Reduct Vol:           0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          142 1218   125   337 885   158   190 1648   145   107 1131   277
PCE Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
MLF Adj:              1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
FinalVolume:          142 1218   125   337 885   158   190 1648   145   107 1131   277
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1375 1375   1375   1375 1375   1375   1375 1375   1375   1375 1375   1375
Adjustment:           1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00   1.00
Lanes:                1.00 2.72   0.28   1.00 2.55   0.45   1.00 2.76   0.24   1.00 2.41   0.59
Final Sat.:           1375 3741   384   1375 3500   625   1375 3791   334   1375 3313   812
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.33   0.33   0.25 0.25   0.25   0.14 0.43   0.43   0.08 0.34   0.34
Crit Volume:          448          337          598          107
Crit Moves:           ****          ****          ****          ****
*****

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Future WP Mitigated+Variel Improvement PM Peak Hour
City of Los Angeles
Warner Center Specific Plan Update

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

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*****
Intersection #152 Woodlake Ave/Burbank Blvd
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.267
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        20          Level Of Service:          A
*****
Street Name:          Woodlake Ave          Burbank Blvd
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:               Permitted          Permitted          Permitted          Permitted
Rights:                Include          Include          Include          Include
Min. Green:            0    0    0          0    0    0          0    0    0          0    0    0
Lanes:                 0    1    0    1    0          0    1    0    1    0          0    1    0    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              85    164    70          20    104    52          18    236    38          66    289    32
Growth Adj:            1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:           85    164    70          20    104    52          18    236    38          66    289    32
User Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:           85    164    70          20    104    52          18    236    38          66    289    32
Reduct Vol:            0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:          85    164    70          20    104    52          18    236    38          66    289    32
PCE Adj:               1.00 1.00 1.00          1.00 1.00 1.00          2.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:          85    164    70          20    104    52          36    236    38          66    289    32
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1500 1500 1500          1500 1500 1500          1500 1500 1500          1500 1500 1500
Adjustment:           1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                0.53 1.03 0.44          0.23 1.18 0.59          0.13 1.62 0.25          0.34 1.49 0.17
Final Sat.:           799 1542 658          341 1773 886          197 2435 368          512 2240 248
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.11 0.11 0.11          0.06 0.06 0.06          0.09 0.10 0.10          0.13 0.13 0.13
Crit Volume:          160    20          155    66
Crit Moves:           ****    ****          ****    ****
*****

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Warner Center Arterial Segment ADT

East-West Segments			2008 Existing					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	WB	EB	Total			
1	Saticoy St	Canoga Ave to Mason Ave	13.4	14.3	27.7	0.51	14.3	EB
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	15.8	13.8	29.6	0.53	15.8	WB
3	Sherman Way	DeSoto Ave to Winnetka Ave	17.4	16.9	34.3	0.51	17.4	WB
4	Sherman Way	Winnetka Ave to Tampa Ave	14.6	14.9	29.5	0.51	14.9	EB
5	Sherman Way	Tampa Ave to Reseda Blvd	18.1	18.3	36.4	0.50	18.3	EB
6	Sherman Way	Reseda Ave to White Oak Ave	15.3	16.3	31.6	0.52	16.3	EB
7	Sherman Way	White Oak Ave to Balboa Blvd	16.9	15.9	32.7	0.52	16.9	WB
8	Sherman Way	Balboa Blvd to Woodley Ave	18.3	17.8	36.1	0.51	18.3	WB
9	Sherman Way	Woodley Ave to I-405	28.9	25.0	53.9	0.54	28.9	WB
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	12.3	13.1	25.4	0.52	13.1	EB
11	Vanowen St	DeSoto Ave to Winnetka Ave	16.6	13.9	30.5	0.55	16.6	WB
12	Vanowen St	Winnetka Ave to Tampa Ave	15.1	16.6	31.7	0.52	16.6	EB
13	Vanowen St	Tampa Ave to Reseda Blvd	15.9	16.1	32.0	0.50	16.1	EB
14	Vanowen St	Reseda Ave to White Oak Ave	16.7	20.8	37.5	0.55	20.8	EB
15	Vanowen St	White Oak Ave to Balboa Blvd	14.2	13.9	28.1	0.50	14.2	WB
16	Vanowen St	Balboa Blvd to Woodley Ave	17.3	18.9	36.2	0.52	18.9	EB
17	Vanowen St	Woodley Ave to I-405	18.3	17.5	35.8	0.51	18.3	WB
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	11.8	13.4	25.3	0.53	13.4	EB
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	13.3	18.5	31.7	0.58	18.5	EB
20	Victory Blvd	DeSoto Ave to Winnetka Ave	18.9	22.3	41.3	0.54	22.3	EB
21	Victory Blvd	Winnetka Ave to Tampa Ave	19.6	19.5	39.1	0.50	19.6	WB
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	4.3	1.5	5.8	0.74	4.3	WB
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	7.7	8.2	15.9	0.51	8.2	EB
24	Oxnard St	DeSoto Ave to Winnetka Ave	3.2	3.8	7.0	0.55	3.8	EB
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	4.6	3.8	8.3	0.55	4.6	WB
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	9.9	7.2	17.1	0.58	9.9	WB
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	13.7	21.3	35.0	0.61	21.3	EB
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	18.4	15.9	34.3	0.54	18.4	WB
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	17.4	16.3	33.7	0.52	17.4	WB
30	Ventura Blvd	Winnetka Ave to Tampa Ave	16.8	20.0	36.7	0.54	20.0	EB
North-South Segments			2008 Existing					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	NB	SB	Total			
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	33.1	25.5	58.6	0.56	33.1	NB
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	22.8	22.3	45.1	0.51	22.8	NB
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	22.0	23.7	45.7	0.52	23.7	SB
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	21.0	21.9	42.9	0.51	21.9	SB
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	19.9	27.4	47.3	0.58	27.4	SB
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	22.4	23.0	45.3	0.51	23.0	SB
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	23.7	23.7	47.4	0.50	23.7	SB
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	23.2	23.7	46.9	0.51	23.7	SB
39	Canoga Ave	Ventura Blvd to Oxnard St.	21.6	18.8	40.5	0.53	21.6	NB
40	Canoga Ave	Oxnard St. to Vanowen St.	18.7	15.7	34.4	0.54	18.7	NB
41	Canoga Ave	Vanowen St. to Saticoy St.	16.1	14.9	31.0	0.52	16.1	NB
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	13.8	13.5	27.3	0.51	13.8	NB
43	DeSoto Ave	Ventura Blvd to Oxnard St.	20.7	22.3	43.1	0.52	22.3	SB
44	DeSoto Ave	Oxnard St. to Vanowen St.	20.3	22.4	42.7	0.52	22.4	SB
45	DeSoto Ave	Vanowen St. to Saticoy St.	20.5	18.6	39.1	0.52	20.5	NB
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	16.4	17.1	33.5	0.51	17.1	SB
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	18.6	17.4	35.9	0.52	18.6	NB
48	DeSoto Ave	Nordhoff St to Lassen St..	19.5	19.8	39.3	0.50	19.8	SB
49	DeSoto Ave	Lassen St. to Chatsworth St.	20.7	21.7	42.4	0.51	21.7	SB
50	DeSoto Ave	Chatsworth St. to SR-118	24.1	25.2	49.3	0.51	25.2	SB
51	Mason	Victory Blvd to Sherman Way	7.9	9.6	17.5	0.55	9.6	SB
52	Mason	Sherman Way to Roscoe Blvd.	12.2	12.5	24.7	0.51	12.5	SB

Warner Center Arterial Segment ADT

East-West Segments			2035 No Project					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	WB	EB	Total			
1	Saticoy St	Canoga Ave to Mason Ave	14.1	15.2	29.3	0.5	15.2	EB
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	16.1	13.9	30.0	0.5	16.1	WB
3	Sherman Way	DeSoto Ave to Winnetka Ave	18.5	18.9	37.5	0.5	18.9	EB
4	Sherman Way	Winnetka Ave to Tampa Ave	15.7	17.2	32.9	0.5	17.2	EB
5	Sherman Way	Tampa Ave to Reseda Blvd	18.5	19.3	37.9	0.5	19.3	EB
6	Sherman Way	Reseda Ave to White Oak Ave	16.2	17.9	34.0	0.5	17.9	EB
7	Sherman Way	White Oak Ave to Balboa Blvd	17.9	17.4	35.3	0.5	17.9	WB
8	Sherman Way	Balboa Blvd to Woodley Ave	19.4	19.3	38.7	0.5	19.4	WB
9	Sherman Way	Woodley Ave to I-405	30.2	26.6	56.8	0.5	30.2	WB
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	11.7	12.7	24.4	0.5	12.7	EB
11	Vanowen St	DeSoto Ave to Winnetka Ave	17.1	14.8	31.9	0.5	17.1	WB
12	Vanowen St	Winnetka Ave to Tampa Ave	15.5	17.8	33.4	0.5	17.8	EB
13	Vanowen St	Tampa Ave to Reseda Blvd	16.8	17.4	34.1	0.5	17.4	EB
14	Vanowen St	Reseda Ave to White Oak Ave	17.5	21.9	39.3	0.6	21.9	EB
15	Vanowen St	White Oak Ave to Balboa Blvd	14.7	14.7	29.4	0.5	14.7	EB
16	Vanowen St	Balboa Blvd to Woodley Ave	18.2	20.0	38.2	0.5	20.0	EB
17	Vanowen St	Woodley Ave to I-405	19.1	18.4	37.5	0.5	19.1	WB
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	12.8	14.0	26.8	0.5	14.0	EB
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	19.0	24.3	43.3	0.6	24.3	EB
20	Victory Blvd	DeSoto Ave to Winnetka Ave	20.0	25.9	45.9	0.6	25.9	EB
21	Victory Blvd	Winnetka Ave to Tampa Ave	20.2	20.8	40.9	0.5	20.8	EB
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	4.7	1.8	6.5	0.7	4.7	WB
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	8.2	9.0	17.3	0.5	9.0	EB
24	Oxnard St	DeSoto Ave to Winnetka Ave	3.6	4.5	8.1	0.6	4.5	EB
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	5.0	3.9	8.8	0.6	5.0	WB
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	11.7	8.3	20.0	0.6	11.7	WB
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	14.1	21.7	35.8	0.6	21.7	EB
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	19.0	16.9	35.8	0.5	19.0	WB
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	18.0	18.0	36.0	0.5	18.0	WB
30	Ventura Blvd	Winnetka Ave to Tampa Ave	17.7	20.9	38.6	0.5	20.9	EB
North-South Segments			2035 No Project					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	NB	SB	Total			
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	34.4	26.4	60.9	0.6	34.4	NB
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	23.2	22.4	45.6	0.5	23.2	NB
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	21.6	23.2	44.8	0.5	23.2	SB
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	21.1	21.8	43.0	0.5	21.8	SB
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	20.1	27.2	47.4	0.6	27.2	SB
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	22.8	23.3	46.2	0.5	23.3	SB
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	23.8	24.2	48.1	0.5	24.2	SB
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	22.9	24.4	47.3	0.5	24.4	SB
39	Canoga Ave	Ventura Blvd to Oxnard St.	23.0	21.6	44.5	0.5	23.0	NB
40	Canoga Ave	Oxnard St. to Vanowen St.	18.6	15.4	34.0	0.5	18.6	NB
41	Canoga Ave	Vanowen St. to Saticoy St.	16.7	15.2	31.9	0.5	16.7	NB
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	14.3	13.8	28.0	0.5	14.3	NB
43	DeSoto Ave	Ventura Blvd to Oxnard St.	18.9	21.6	40.5	0.5	21.6	SB
44	DeSoto Ave	Oxnard St. to Vanowen St.	20.0	21.6	41.6	0.5	21.6	SB
45	DeSoto Ave	Vanowen St. to Saticoy St.	20.7	18.6	39.4	0.5	20.7	NB
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	16.7	17.2	33.9	0.5	17.2	SB
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	19.0	17.7	36.6	0.5	19.0	NB
48	DeSoto Ave	Nordhoff St to Lassen St..	19.7	20.2	39.9	0.5	20.2	SB
49	DeSoto Ave	Lassen St. to Chatsworth St.	20.8	22.1	42.9	0.5	22.1	SB
50	DeSoto Ave	Chatsworth St. to SR-118	24.1	25.6	49.7	0.5	25.6	SB
51	Mason	Victory Blvd to Sherman Way	8.6	9.4	18.0	0.5	9.4	SB
52	Mason	Sherman Way to Roscoe Blvd.	12.8	12.7	25.5	0.5	12.8	NB

Warner Center Arterial Segment ADT

East-West Segments			2035 With Project - Unmitigated					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	WB	EB	Total			
1	Saticoy St	Canoga Ave to Mason Ave	14.5	15.5	30.0	0.52	15.5	EB
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	15.8	14.1	29.9	0.53	15.8	WB
3	Sherman Way	DeSoto Ave to Winnetka Ave	19.7	20.0	39.7	0.50	20.0	EB
4	Sherman Way	Winnetka Ave to Tampa Ave	17.2	18.3	35.5	0.51	18.3	EB
5	Sherman Way	Tampa Ave to Reseda Blvd	19.0	19.6	38.6	0.51	19.6	EB
6	Sherman Way	Reseda Ave to White Oak Ave	16.6	18.1	34.7	0.52	18.1	EB
7	Sherman Way	White Oak Ave to Balboa Blvd	18.1	17.6	35.7	0.51	18.1	WB
8	Sherman Way	Balboa Blvd to Woodley Ave	19.7	19.7	39.3	0.50	19.7	WB
9	Sherman Way	Woodley Ave to I-405	30.3	26.7	57.0	0.53	30.3	WB
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	13.1	14.2	27.3	0.52	14.2	EB
11	Vanowen St	DeSoto Ave to Winnetka Ave	18.2	15.6	33.8	0.54	18.2	WB
12	Vanowen St	Winnetka Ave to Tampa Ave	16.7	18.6	35.4	0.53	18.6	EB
13	Vanowen St	Tampa Ave to Reseda Blvd	17.3	18.0	35.3	0.51	18.0	EB
14	Vanowen St	Reseda Ave to White Oak Ave	17.9	22.2	40.1	0.55	22.2	EB
15	Vanowen St	White Oak Ave to Balboa Blvd	15.2	14.9	30.1	0.50	15.2	WB
16	Vanowen St	Balboa Blvd to Woodley Ave	18.3	20.2	38.4	0.52	20.2	EB
17	Vanowen St	Woodley Ave to I-405	19.2	18.6	37.7	0.51	19.2	WB
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	13.7	15.4	29.1	0.53	15.4	EB
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	20.9	26.5	47.5	0.56	26.5	EB
20	Victory Blvd	DeSoto Ave to Winnetka Ave	25.0	29.2	54.2	0.54	29.2	EB
21	Victory Blvd	Winnetka Ave to Tampa Ave	20.9	21.1	42.0	0.50	21.1	EB
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	5.1	2.6	7.7	0.66	5.1	WB
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	10.9	11.9	22.8	0.52	11.9	EB
24	Oxnard St	DeSoto Ave to Winnetka Ave	4.3	5.1	9.4	0.54	5.1	EB
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	5.1	3.9	9.0	0.57	5.1	WB
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	11.4	8.2	19.6	0.58	11.4	WB
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	14.2	22.6	36.8	0.61	22.6	EB
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	19.2	17.2	36.4	0.53	19.2	WB
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	19.3	18.9	38.2	0.51	19.3	WB
30	Ventura Blvd	Winnetka Ave to Tampa Ave	17.8	20.8	38.6	0.54	20.8	EB
North-South Segments			2035 With Project - Unmitigated					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	NB	SB	Total			
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	37.5	28.8	66.3	0.57	37.5	NB
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	26.0	25.0	51.0	0.51	26.0	NB
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	22.8	24.4	47.2	0.52	24.4	SB
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	21.8	22.6	44.4	0.51	22.6	SB
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	20.5	27.7	48.2	0.57	27.7	SB
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	23.2	24.0	47.3	0.51	24.0	SB
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	24.2	24.8	49.0	0.51	24.8	SB
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	23.3	25.2	48.5	0.52	25.2	SB
39	Canoga Ave	Ventura Blvd to Oxnard St.	25.6	23.7	49.3	0.52	25.6	NB
40	Canoga Ave	Oxnard St. to Vanowen St.	20.9	18.2	39.0	0.53	20.9	NB
41	Canoga Ave	Vanowen St. to Saticoy St.	18.1	16.7	34.8	0.52	18.1	NB
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	14.7	14.5	29.2	0.50	14.7	NB
43	DeSoto Ave	Ventura Blvd to Oxnard St.	21.3	23.9	45.3	0.53	23.9	SB
44	DeSoto Ave	Oxnard St. to Vanowen St.	22.5	24.6	47.1	0.52	24.6	SB
45	DeSoto Ave	Vanowen St. to Saticoy St.	21.7	19.9	41.6	0.52	21.7	NB
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	17.1	17.7	34.8	0.51	17.7	SB
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	19.5	18.2	37.7	0.52	19.5	NB
48	DeSoto Ave	Nordhoff St to Lassen St..	20.0	20.5	40.5	0.51	20.5	SB
49	DeSoto Ave	Lassen St. to Chatsworth St.	20.9	22.3	43.2	0.52	22.3	SB
50	DeSoto Ave	Chatsworth St. to SR-118	24.5	25.5	49.9	0.51	25.5	SB
51	Mason	Victory Blvd to Sherman Way	8.8	9.9	18.7	0.53	9.9	SB
52	Mason	Sherman Way to Roscoe Blvd.	12.8	12.9	25.7	0.50	12.9	SB

Warner Center Arterial Segment ADT

East-West Segments			2035 With Project - With Mitigations					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	WB	EB	Total			
1	Saticoy St	Canoga Ave to Mason Ave	14.4	15.5	29.9	0.52	15.5	EB
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	15.7	14.1	29.8	0.53	15.7	WB
3	Sherman Way	DeSoto Ave to Winnetka Ave	20.4	20.2	40.7	0.50	20.4	WB
4	Sherman Way	Winnetka Ave to Tampa Ave	17.4	18.4	35.7	0.51	18.4	EB
5	Sherman Way	Tampa Ave to Reseda Blvd	19.1	19.6	38.7	0.51	19.6	EB
6	Sherman Way	Reseda Ave to White Oak Ave	16.6	18.1	34.7	0.52	18.1	EB
7	Sherman Way	White Oak Ave to Balboa Blvd	18.3	17.7	36.0	0.51	18.3	WB
8	Sherman Way	Balboa Blvd to Woodley Ave	19.7	19.5	39.3	0.50	19.7	WB
9	Sherman Way	Woodley Ave to I-405	30.4	26.7	57.0	0.53	30.4	WB
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	12.8	14.0	26.8	0.52	14.0	EB
11	Vanowen St	DeSoto Ave to Winnetka Ave	18.4	15.6	34.0	0.54	18.4	WB
12	Vanowen St	Winnetka Ave to Tampa Ave	16.7	18.6	35.3	0.53	18.6	EB
13	Vanowen St	Tampa Ave to Reseda Blvd	17.3	17.9	35.2	0.51	17.9	EB
14	Vanowen St	Reseda Ave to White Oak Ave	18.0	22.2	40.1	0.55	22.2	EB
15	Vanowen St	White Oak Ave to Balboa Blvd	15.0	15.0	30.0	0.50	15.0	EB
16	Vanowen St	Balboa Blvd to Woodley Ave	18.2	20.2	38.4	0.53	20.2	EB
17	Vanowen St	Woodley Ave to I-405	19.1	18.6	37.7	0.51	19.1	WB
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	14.0	15.6	29.5	0.53	15.6	EB
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	22.9	28.8	51.6	0.56	28.8	EB
20	Victory Blvd	DeSoto Ave to Winnetka Ave	24.6	28.9	53.5	0.54	28.9	EB
21	Victory Blvd	Winnetka Ave to Tampa Ave	20.9	21.1	42.0	0.50	21.1	EB
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	5.2	2.6	7.7	0.67	5.2	WB
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	11.2	12.2	23.4	0.52	12.2	EB
24	Oxnard St	DeSoto Ave to Winnetka Ave	4.3	5.1	9.4	0.54	5.1	EB
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	5.0	3.9	8.9	0.56	5.0	WB
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	11.4	8.3	19.7	0.58	11.4	WB
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	14.2	22.3	36.5	0.61	22.3	EB
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	19.3	17.3	36.5	0.53	19.3	WB
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	19.3	18.9	38.2	0.51	19.3	WB
30	Ventura Blvd	Winnetka Ave to Tampa Ave	17.8	20.7	38.6	0.54	20.7	EB
North-South Segments			2035 With Project - With Mitigations					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	NB	SB	Total			
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	37.6	28.8	66.4	0.57	37.6	NB
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	26.0	25.0	51.0	0.51	26.0	NB
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	22.7	24.2	47.0	0.52	24.2	SB
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	21.8	22.6	44.3	0.51	22.6	SB
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	20.3	27.6	48.0	0.58	27.6	SB
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	23.3	24.0	47.3	0.51	24.0	SB
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	24.2	24.9	49.1	0.51	24.9	SB
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	23.3	25.3	48.6	0.52	25.3	SB
39	Canoga Ave	Ventura Blvd to Oxnard St.	25.8	23.8	49.6	0.52	25.8	NB
40	Canoga Ave	Oxnard St. to Vanowen St.	20.8	18.3	39.1	0.53	20.8	NB
41	Canoga Ave	Vanowen St. to Saticoy St.	17.6	16.8	34.4	0.51	17.6	NB
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	14.7	14.5	29.2	0.50	14.7	NB
43	DeSoto Ave	Ventura Blvd to Oxnard St.	21.2	23.9	45.2	0.53	23.9	SB
44	DeSoto Ave	Oxnard St. to Vanowen St.	22.0	24.3	46.3	0.52	24.3	SB
45	DeSoto Ave	Vanowen St. to Saticoy St.	22.0	20.3	42.2	0.52	22.0	NB
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	17.1	17.7	34.8	0.51	17.7	SB
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	19.4	18.3	37.8	0.52	19.4	NB
48	DeSoto Ave	Nordhoff St to Lassen St..	20.1	20.5	40.6	0.51	20.5	SB
49	DeSoto Ave	Lassen St. to Chatsworth St.	21.0	22.2	43.2	0.51	22.2	SB
50	DeSoto Ave	Chatsworth St. to SR-118	24.5	25.5	50.0	0.51	25.5	SB
51	Mason	Victory Blvd to Sherman Way	8.8	9.7	18.5	0.53	9.7	SB
52	Mason	Sherman Way to Roscoe Blvd.	12.8	12.9	25.8	0.50	12.9	SB

Warner Center Arterial Segment ADT

East-West Segments			Arterial Segment Data for LOS Calculation					
			Length (mi)	# Signals	Sig/mi	Total Lanes Existing	Total Lanes 2035 Base	Total Lanes 2035 Mitigated
Int #	Street Name	Location						
1	Saticoy St	Canoga Ave to Mason Ave	1.00	3.00	3.00	4	4	4
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	0.90	5.00	5.56	4	4	4
3	Sherman Way	DeSoto Ave to Winnetka Ave	1.20	3.00	2.50	6	6	6
4	Sherman Way	Winnetka Ave to Tampa Ave	1.00	2.00	2.00	6	6	6
5	Sherman Way	Tampa Ave to Reseda Blvd	1.00	3.00	3.00	4	4	4
6	Sherman Way	Reseda Ave to White Oak Ave	1.10	5.00	4.55	4	4	4
7	Sherman Way	White Oak Ave to Balboa Blvd	1.00	2.00	2.00	6	6	6
8	Sherman Way	Balboa Blvd to Woodley Ave	1.00	2.00	2.00	6	6	6
9	Sherman Way	Woodley Ave to I-405	1.00	2.00	2.00	6	6	6
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	1.10	3.00	2.73	4	4	6
11	Vanowen St	DeSoto Ave to Winnetka Ave	1.00	1.00	1.00	4	4	4
12	Vanowen St	Winnetka Ave to Tampa Ave	1.00	3.00	3.00	4	4	4
13	Vanowen St	Tampa Ave to Reseda Blvd	1.00	2.00	2.00	4	4	4
14	Vanowen St	Reseda Ave to White Oak Ave	1.00	2.00	2.00	4	4	4
15	Vanowen St	White Oak Ave to Balboa Blvd	1.00	2.00	2.00	4	4	4
16	Vanowen St	Balboa Blvd to Woodley Ave	1.00	1.00	1.00	4	4	4
17	Vanowen St	Woodley Ave to I-405	1.00	2.00	2.00	4	4	4
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	1.00	3.00	3.00	4	4	6
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	0.50	4.00	8.00	6	8	8
20	Victory Blvd	DeSoto Ave to Winnetka Ave	1.00	1.00	1.00	6	6	6
21	Victory Blvd	Winnetka Ave to Tampa Ave	1.10	3.00	2.73	4	4	4
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	1.00	2.00	2.00	4	4	4
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	1.00	4.00	4.00	4	4	6
24	Oxnard St	DeSoto Ave to Winnetka Ave	1.00	0.00	0.00	2	2	2
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	1.00	1.00	1.00	2	2	2
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	1.00	2.00	2.00	4	4	4
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	1.00	3.00	3.00	6	6	6
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	1.00	3.00	3.00	6	6	6
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	1.00	3.00	3.00	6	6	6
30	Ventura Blvd	Winnetka Ave to Tampa Ave	0.50	3.00	6.00	5	5	5
North-South Segments			Arterial Segment Data for LOS Calculation					
			Length (mi)	# Signals	Sig/mi	Total Lanes Existing	Total Lanes 2035 Base	Total Lanes 2035 Mitigated
Int #	Street Name	Location						
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	0.60	2.00	3.33	6	6	6
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	1.10	3.00	2.73	5	5	5
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	1.00	4.00	4.00	4	4	4
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	1.30	1.00	0.77	4	4	4
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	1.20	3.00	2.50	4	4	4
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	0.50	2.00	4.00	6	6	6
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	2.40	1.00	0.42	4	4	4
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	0.90	1.00	1.11	4	4	4
39	Canoga Ave	Ventura Blvd to Oxnard St.	0.60	3.00	5.00	6	6	6
40	Canoga Ave	Oxnard St. to Vanowen St.	1.00	5.00	5.00	6	6	6
41	Canoga Ave	Vanowen St. to Saticoy St.	0.90	2.00	2.22	4	4	4
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	1.30	1.00	0.77	4	4	4
43	DeSoto Ave	Ventura Blvd to Oxnard St.	1.10	4.00	3.64	6	6	6
44	DeSoto Ave	Oxnard St. to Vanowen St.	0.67	4.00	5.97	6	6	7
45	DeSoto Ave	Vanowen St. to Saticoy St.	0.90	2.00	2.22	6	6	6
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	1.30	1.00	0.77	6	6	6
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	1.10	2.00	1.82	6	6	6
48	DeSoto Ave	Nordhoff St to Lassen St..	0.50	3.00	6.00	6	6	6
49	DeSoto Ave	Lassen St. to Chatsworth St.	2.00	2.00	1.00	6	6	6
50	DeSoto Ave	Chatsworth St. to SR-118	0.61	1.00	1.64	4	4	4
51	Mason	Victory Blvd to Sherman Way	0.90	2.00	2.22	4	4	4
52	Mason	Sherman Way to Roscoe Blvd.	1.30	2.00	1.54	4	4	4

TABLE 4 – 1

GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS

Level of Service

Lanes Divided	A	B	C	D	E
2 Undivided	2,200	7,600	15,000	21,300	27,100
4 Divided	20,400	33,000	47,800	61,800	70,200
6 Divided	30,500	49,500	71,600	92,700	105,400

STATE TWO-WAY ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Level of Service

Lanes Divided	A	B	C	D	E
2 Undivided	**	4,200	13,800	16,400	16,900
4 Divided	4,800	29,300	34,700	35,700	***
6 Divided	7,300	44,700	52,100	53,500	***
8 Divided	9,400	58,000	66,100	67,800	***

Class II (2.00 to 4.50 signalized intersections per mile)

Level of Service

Lanes Divided	A	B	C	D	E
2 Undivided	**	1,900	11,200	15,400	16,300
4 Divided	**	4,100	26,000	32,700	34,500
6 Divided	**	6,500	40,300	49,200	51,800
8 Divided	**	8,500	53,300	63,800	67,000

Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)

Level of Service

Lanes Divided	A	B	C	D	E
2 Undivided	**	**	5,300	12,600	15,500
4 Divided	**	**	12,400	28,900	32,800
6 Divided	**	**	19,500	44,700	49,300
8 Divided	**	**	25,800	58,700	63,800

Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)

Level of Service

Lanes Divided	A	B	C	D	E
2 Undivided	**	**	5,200	13,700	15,000
4 Divided	**	**	12,300	30,300	31,700
6 Divided	**	**	19,100	45,800	47,600
8 Divided	**	**	25,900	59,900	62,200

NON-STATE ROADWAYS

Major City/County Roadways

Level of Service

Lanes Divided	A	B	C	D	E
2 Undivided	**	**	9,100	14,600	15,600
4 Divided	**	**	21,400	31,100	32,900
6 Divided	**	**	33,400	46,800	49,300

Other Signalized Roadways (signalized intersection analysis)

Level of Service

Lanes Divided	A	B	C	D	E
2 Undivided	**	**	4,800	10,000	12,600
4 Divided	**	**	11,100	21,700	25,200

Source: Florida Department of Transportation 05/17/07

Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

<http://www.dot.state.fl.us/planning/systems/sm/los/default.htm>

FREEWAYS

Interchange spacing $\geq$ 2 mi. apart

Level of Service

Lanes	A	B	C	D	E
4	23,800	39,600	55,200	67,100	74,600
6	36,900	61,100	85,300	103,600	115,300
8	49,900	82,700	115,300	140,200	156,000
10	63,000	104,200	145,500	176,900	196,400
12	75,900	125,800	175,500	213,500	237,100

Interchange spacing < 2 mi. apart

Level of Service

Lanes	A	B	C	D	E
4	22,000	36,000	52,000	67,200	76,500
6	34,800	56,500	81,700	105,800	120,200
8	47,500	77,000	111,400	144,300	163,900
10	60,200	97,500	141,200	182,600	207,600
12	72,900	118,100	170,900	221,100	251,200

BICYCLE MODE

(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane

Coverage

Level of Service

	A	B	C	D	E
0-49%	**	**	3,200	13,800	>13,800
50-84%	**	2,500	4,100	>4,100	***
85-100%	3,100	7,200	>7,200	***	***

PEDESTRIAN MODE

(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Level of Service

Sidewalk Coverage	A	B	C	D	E
0-49%	**	**	**	6,400	15,500
50-84%	**	**	**	9,900	19,000
85-100%	**	2,200	11,300	>11,300	***

BUS MODE (Scheduled Fixed Route)

Level of Service (Buses per hour)

(Note: Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.)

Level of Service

Sidewalk Coverage	A	B	C	D	E
0-84%	**	>5	$\geq$ 4	$\geq$ 3	$\geq$ 2
85-100%	>6	>4	$\geq$ 3	$\geq$ 2	$\geq$ 1

ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS

(alter corresponding volume by the indicated percent)

Lanes	Median	Left Turn Lanes	Adjustment Factors
2 Divided	Yes	Yes	+5%
2 Undivided	No	No	-20%
Multi Undivided	Yes	Yes	-5%
Multi Undivided	No	No	-25%

ONE-WAY FACILITIES

Multiply the corresponding two-directional volumes in this table by 0.6.

G.3-1: TOD CASE STUDY RESEARCH AND APPLICATIONS

The updated Warner Center Specific Plan will have Transit Oriented Development (TOD) as its focus. The development of residential, office and retail uses in close proximity to each other and to transit stations is known to reduce auto use and therefore vehicle miles traveled. A survey was conducted of recent research efforts to quantify the effects of TOD on travel behavior. The purpose of this survey was to identify reasonable assumptions about travel behavior in TODs for use in the transportation analysis of the Warner Center Specific Plan.

Research

Four major research efforts were identified in the past 4 years. The following is a summary of each source.

1) TCRP Report 128 Effects of TOD on Housing, Parking and Travel, 2008

Key Findings:

TOD housing can generate 50% less traffic than conventional housing, based on counts of 17 projects in Washington DC, Portland, New Jersey, Philadelphia and San Francisco.

Relevancy:

None of the projects in the study have the same characteristics as Warner Center. However, most of the projects have lower densities than Warner Center.

2) Comparing Methodologies for Estimating Trip Internalization of Mixed Use Development, 2007

Key Findings:

Internal captures rates can vary from 10-46% depending on density and mix of development.

Relevancy:

When compared to the SCAG Model results used in the analysis of this study, the model projected peak internal capture rates for Warner Center to be:

- 15% for Existing 2008 Conditions;
- 18% for 2035 No Project Conditions; and,
- 29% for 2035 With Project Conditions.

These modeled rates are fall within the range of rates found in the researched study.

3) Quantifying TOD's Ability to Change Travel Behavior, ITE Journal, November 2007

Key Findings:

Percentage increase in transit trips due to project location in TOD: residential, 9%; retail, 20%; office, 13%.

4) Travel Characteristics of Transit-Oriented Development in California, 2004 / The Pasadena Gold Line: Development Strategies, Location Decisions, and Travel Characteristics along a new Rail Line in the Los Angeles Region, 2005

Key Findings:

The following Non-auto mode splits were observed for TODs in California: 24% for retail, 34% for office, and 27% for residential.

Relevancy:

In 2007, Iteris Inc. utilized these rates in the Study of the El Monte Transit Village.

Adjustments were made to account for the difference between Light Rail Transit (LRT) and Bus Rapid Transit (BRT) service to the TOD. The adjusted splits were: 17% for retail, 18% for office, and 27% for residential for the El Monte Transit Village Study.

Application of Findings

Proposed Non Auto Mode Share Adjustments

- 17% for retail, 18% for office, and 27% for residential as based on case studies of existing TOD's in southern California.

Internal Capture Rates

- Research of TOD case studies confirms the WCSP model results to be within reasonable ranges of observed internal capture at TOD's.

G.3-2 Warner Center 2035 No Project - TDM Trip Reductions by TAZ

TAZ	2035 Market Demand Land Use				TDM Trip Reductions		
	Residential sq. ft.	Non- Residential sq. ft.	% Residential	% Non- Residential	Residential	Non- Residential Mixed	Weighted TDM Trip Reduction
1	0	1,158,084	0%	100%	6%	3%	3%
2	0	486,218	0%	100%	6%	10%	10%
3	26,954	551,512	5%	95%	6%	3%	3%
4	2,635,627	1,210,941	69%	31%	6%	9%	7%
5	77,632	1,292,511	6%	94%	6%	10%	10%
6	950,114	840,699	53%	47%	6%	10%	8%
7	809,927	2,129,962	28%	72%	6%	11%	10%
8	2,240,698	700,700	76%	24%	6%	11%	7%
9	68,499	1,288,766	5%	95%	6%	9%	9%
10	68,195	903,590	7%	93%	6%	10%	10%
11	268,780	894,320	23%	77%	6%	10%	9%
12	21,297	487,428	4%	96%	6%	10%	10%
13	60,853	1,143,218	5%	95%	6%	8%	8%
14	68,966	1,399,920	5%	95%	6%	9%	8%
15	3,256	411,227	1%	99%	6%	10%	10%
16	1,317	97,332	1%	99%	6%	11%	11%
17	851,295	550,455	61%	39%	6%	0%	4%
18	1,148,729	452,232	72%	28%	6%	0%	4%
19	17,156	1,461,797	1%	99%	6%	10%	10%
20	1,148,216	1,179,223	49%	51%	6%	8%	7%
21	14,851	1,312,659	1%	99%	6%	9%	9%
22	176,490	305,311	37%	63%	6%	9%	8%
23	2,615	6,693	28%	72%	6%	3%	4%
24	7,845	63,805	11%	89%	6%	9%	9%
25	11,186	53,198	17%	83%	6%	3%	4%
26	14,822	96,150	13%	87%	6%	3%	3%

***Non Residential TOD Proximity Definitions**
Low (33%) Less than 1/3 of TAZ within 1,320 ft of Orange Line
Med (66%) 1/3 - 2/3 of TAZ within 1,320 ft of Orange Line
High (100%) More than 2/3 of TAZ within 1,320 ft of Orange Line

***Residential TOD Proximity Definitions**
Low (33%) Less than 1/3 of TAZ within 2,000 ft of Orange Line
Med (66%) 1/3 - 2/3 of TAZ within 2,000 ft of Orange Line
High (100%) More than 2/3 of TAZ within 2,000 ft of Orange Line

G.3-3 Warner Center 2035 With Project TDM & TOD Trip Adjustments by TAZ

TAZ	2035 Market Demand Land Use				LADOT TDM Trip Reductions			TOD Trip Reductions								Final Car Trip Reduction by TAZ (TOD+TDM)	
	Residential sq. ft.	Non-Residential sq. ft.	% Residential	% Non-Residential	Residential TDM Reduction	Mixed Non-Residential TDM Reduction	Final Weighted TDM Trip Reduction	TOD Proximity Assessment		% Share of Total Car Trips Generated by TAZ			Maximum Transit Mode Share (Less Existing Transit Share)		Final Total Transit Mode Share by TAZ		
								% of TAZ Assumed Within Residential TOD Zone	% of TAZ Assumed Within Non Res. TOD Zone	Office Trips PM	Retail Trips PM	Res. Trips PM	Applied to Residential Trip Generation	Applied to Non-Residential Trip Generation			
1	1,884,830	1,787,000	51%	49%	6%	3%	5%	66%	0%	44%	56%	0%	24%	15%	0%	5%	
2	4,842,455	1,210,614	80%	20%	6%	10%	7%	100%	100%	40%	60%	0%	24%	15%	15%	22%	
3	1,572,997	393,249	80%	20%	6%	3%	5%	100%	100%	34%	66%	0%	24%	15%	15%	20%	
4	5,458,611	304,423	95%	5%	6%	9%	6%	100%	66%	25%	46%	29%	24%	15%	14%	20%	
5	708,000	2,729,000	21%	79%	6%	10%	9%	100%	33%	38%	62%	0%	24%	15%	5%	14%	
6	1,537,031	1,579,739	49%	51%	6%	10%	8%	100%	33%	21%	47%	32%	24%	15%	11%	19%	
7	2,545,982	2,065,020	55%	45%	6%	11%	8%	100%	33%	41%	52%	7%	24%	15%	6%	14%	
8	3,691,267	1,004,981	79%	21%	6%	11%	7%	100%	66%	28%	55%	17%	24%	15%	12%	19%	
9	1,123,283	2,620,994	30%	70%	6%	9%	8%	100%	100%	39%	61%	0%	24%	15%	15%	23%	
10	655,564	1,061,874	38%	62%	6%	10%	9%	100%	100%	34%	66%	0%	24%	15%	15%	24%	
11	1,763,614	2,142,991	45%	55%	6%	10%	8%	100%	100%	35%	60%	4%	24%	15%	15%	24%	
12	1,152,833	814,504	59%	41%	6%	10%	8%	100%	100%	34%	66%	0%	24%	15%	15%	23%	
13	0	959,051	0%	100%	6%	8%	8%	100%	100%	40%	60%	0%	24%	15%	15%	23%	
14	0	1,359,452	0%	100%	6%	9%	9%	100%	100%	41%	59%	0%	24%	15%	15%	24%	
15	758,689	1,045,702	42%	58%	6%	10%	8%	100%	100%	35%	65%	0%	24%	15%	15%	23%	
16	456,706	472,688	49%	51%	6%	11%	9%	100%	100%	30%	70%	0%	24%	15%	15%	24%	
17	669,413	0	100%	0%	6%	0%	6%	33%	0%	0%	0%	100%	24%	15%	8%	14%	
18	999,302	0	100%	0%	6%	0%	6%	66%	0%	0%	0%	100%	24%	15%	16%	22%	
19	1,806,893	3,309,970	35%	65%	6%	10%	9%	100%	66%	45%	55%	0%	24%	15%	10%	18%	
20	933,203	528,500	64%	36%	6%	8%	7%	0%	0%	27%	48%	25%	24%	15%	0%	7%	
21	0	2,953,415	0%	100%	6%	9%	9%	0%	0%	44%	56%	0%	24%	15%	0%	9%	
22	0	1,366,614	0%	100%	6%	9%	9%	66%	0%	34%	66%	0%	24%	15%	0%	9%	
23	0	6,178	0%	100%	6%	3%	3%	0%	0%	45%	55%	0%	24%	15%	0%	3%	
24	0	254,804	0%	100%	6%	9%	9%	100%	0%	29%	71%	0%	24%	15%	0%	9%	
25	0	51,914	0%	100%	6%	3%	3%	0%	0%	29%	71%	0%	24%	15%	0%	3%	
26	0	94,449	0%	100%	6%	3%	3%	0%	0%	29%	71%	0%	24%	15%	0%	3%	

*Non Residential TOD Proximity Definitions

Low (33%) Less than 1/3 of TAZ within 1,320 ft of Orange Line
Med (66%) 1/3 - 2/3 of TAZ within 1,320 ft of Orange Line
High (100%) More than 2/3 of TAZ within 1,320 ft of Orange Line

*Residential TOD Proximity Definitions

Low (33%) Less than 1/3 of TAZ within 2,000 ft of Orange Line
Med (66%) 1/3 - 2/3 of TAZ within 2,000 ft of Orange Line
High (100%) More than 2/3 of TAZ within 2,000 ft of Orange Line

G.3-4: WARNER CENTER ADDITIONAL TRANSIT SYSTEM ESTIMATES - THROUGH 2035 BUILDOUT

	Metro Orange Line	Local Metro Service	Warner Center Dedicated Circulator	TOTALS
% Share of WC Transit Service	10%	30%	60%	100%
Share of WC Generated PM Peak Hour Revenue Miles	112	337	674	1,123
# Runs	8	43	169	
# Bus Routes	1	5	17	
Avg Speed Operating Speed (mph)	21	15	12.5	
Average Route Length (miles)	16	8	4	
Runs per Hour Per Bus	1.3125	1.875	3.125	
Buses Required Per Route	6	3	2	
<i>Buses for Peak Service (PM Peak)</i>	6	15	34	55
<i>Additional 15 % for Spare Buses</i>	1	3	6	10
Total Buses Purchased	7	18	40	65

Assumptions (See G.3-X):

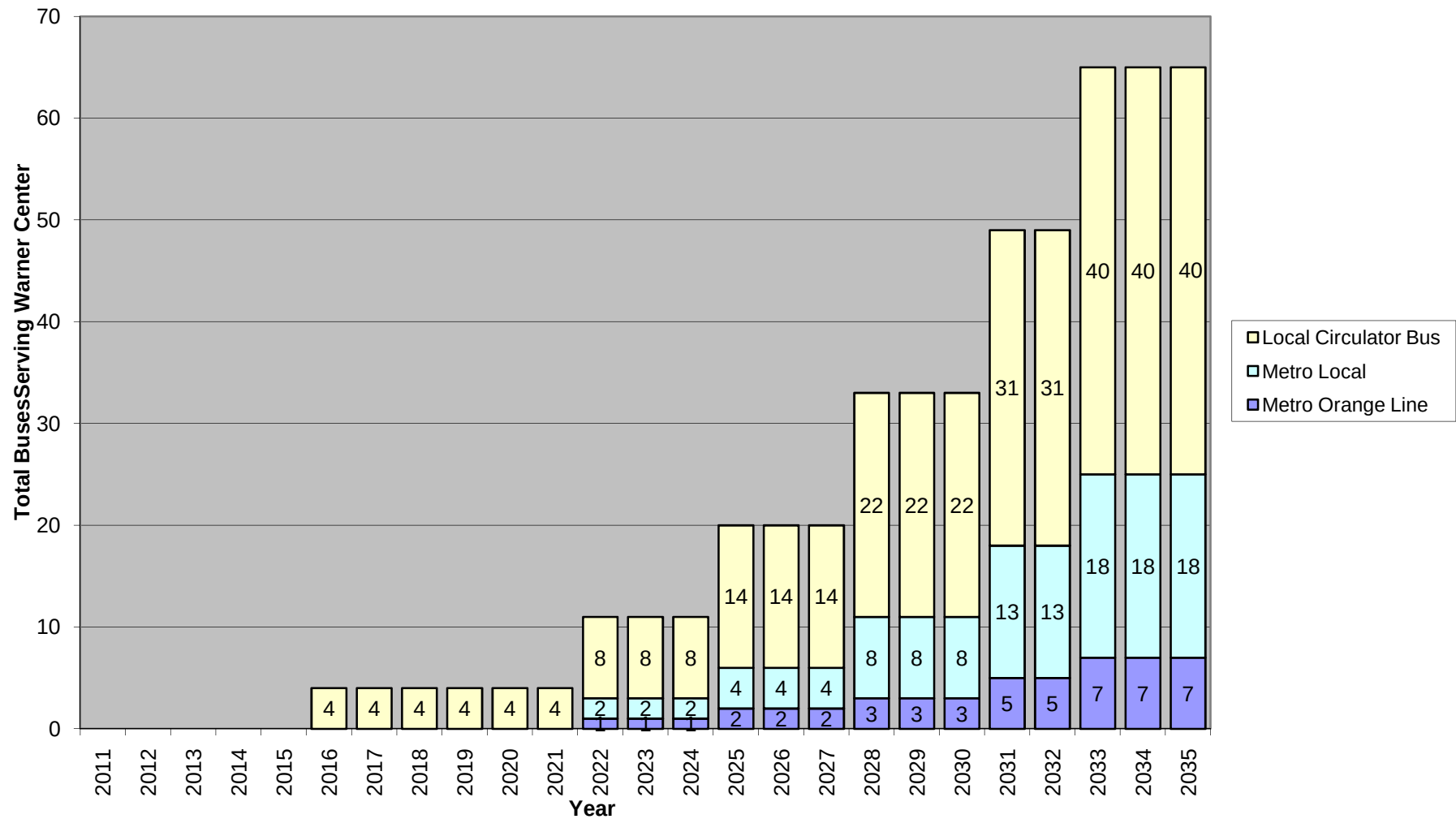
Total 2035 Ridership Projections = ~8,382 PM Peak Hour Transit Trips

Existing 2008 Model Trips = 2,257

Net Increase in Transit Trips 2008-2035 = 6,738

Assume 6 Riders per Revenue Mile, $67385/6 = 1,123$

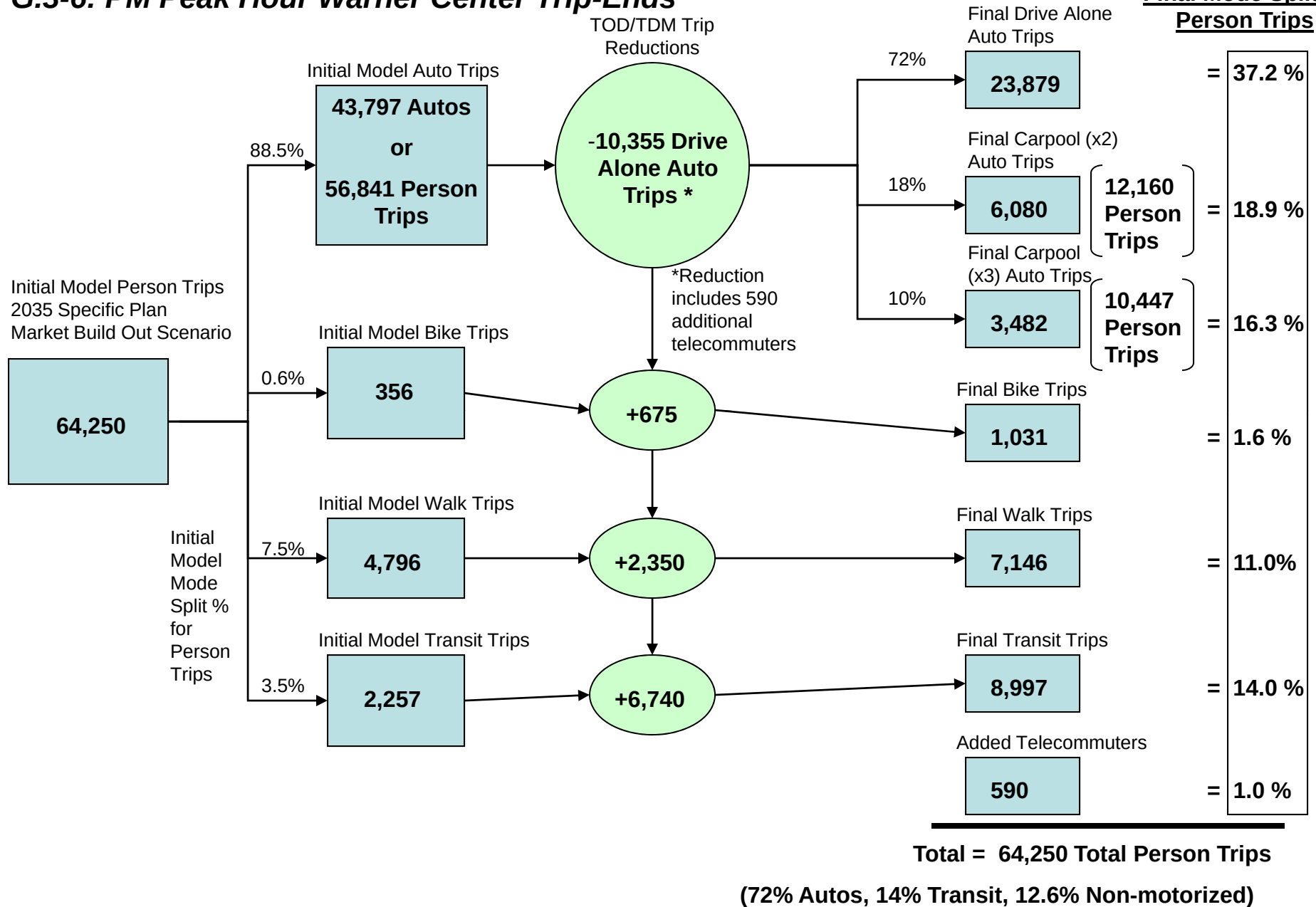
G.3-5: Warner Center Total Bus Fleet Size Projections



G.3-6: PM Peak Hour Warner Center Trip-Ends

TOD/TDM Trip
Reductions

Final Mode Split of
Person Trips



APPENDIX G.4 - VOLUME DEVELOPMENT

EXISTING 2008 AM PEAK HOUR COUNT VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	67	768	126	88	800	78	111	1438	77	87	641	122
2	Canoga Ave and Vanowen St	60	749	70	104	873	110	106	864	81	244	603	161
3	De Soto Ave and Vanowen St	46	827	98	71	922	67	115	1191	169	194	1043	107
4	Topanga Canyon Blvd and Victory Blvd	125	783	189	63	918	114	161	1300	100	207	616	112
5	Canoga Ave and Victory Blvd	77	779	92	77	836	134	128	1070	75	215	944	61
6	De Soto Ave and Victory Blvd	59	728	137	70	944	46	78	1261	170	472	1271	94
7	Topanga Canyon Blvd and Erwin St	58	976	191	73	319	106	147	1451	40	79	108	31
8	Owensmouth Ave and Erwin St	42	298	91	123	364	90	110	637	83	50	193	106
9	Canoga Ave and Erwin St	119	984	64	93	199	122	52	1200	138	36	129	84
10	Variei Ave and Erwin St	25	129	58	65	186	40	53	263	106	24	257	65
11	De Soto Ave and Erwin St	151	1299	5	22	2	137	24	2077	156	18	10	21
12	Topanga Canyon Blvd and Oxnard St	103	1137	169	48	512	211	110	1427	46	100	223	54
13	Canoga Ave and Oxnard St	109	1086	66	81	382	118	101	1091	118	108	368	70
14	De Soto Ave and Oxnard St	117	1311	28	53	137	75	43	2042	219	222	410	52
15	Topanga Canyon Blvd and Califa St	0	1462	188	0	0	0	73	1796	0	0	0	24
16	Owensmouth Ave and Califa St	21	371	96	34	158	28	90	322	22	22	47	74
17	Canoga Ave and Califa St	214	1314	110	40	93	86	63	1152	96	21	101	25
18	De Soto Ave and Califa St	251	1452	0	0	0	45	0	2149	143	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	623	131	0	0	0	894	274	0
20	Topanga Canyon Blvd and Burbank Blvd	229	1350	570	64	364	240	78	1169	504	140	381	30
21	Owensmouth Ave and Burbank Blvd	80	52	34	217	676	77	156	104	204	61	386	134
22	Canoga Ave and Burbank Blvd	197	1618	101	218	519	100	169	929	152	30	288	75
23	De Soto Ave and Burbank Blvd (N)	205	1488	0	149	0	112	0	1433	634	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	940	0	0	0	0	0	1018	0	183	0	981
25	De Soto Ave 101 Ventura Fwy WB	171	1332	0	0	0	0	0	1076	531	145	4	595
26	Canoga Ave and 101 Ventura Fwy EB	0	940	223	0	0	0	378	758	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	753	119	671	4	405	912	361	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	13	1266	265	91	129	8	196	1737	93	206	108	85
29	Topanga Canyon Blvd and Roscoe Blvd	143	889	143	588	911	73	94	1232	847	273	914	47
30	Topanga Canyon Blvd and Satcoy St	104	925	124	62	834	73	122	1585	140	61	636	100
31	Shoup Ave and Sherman Way	164	725	83	140	871	242	87	1021	118	147	812	53
32	Topanga Canyon Blvd and Sherman Way	132	886	171	196	799	135	97	1760	150	330	1141	110
33	Owensmouth Ave and Sherman Way	47	154	61	28	845	69	50	641	47	238	1134	35
34	Canoga Ave and Sherman Way	65	690	88	87	915	63	75	1055	109	102	1360	134
35	De Soto Ave and Sherman Way	78	846	85	88	1062	82	101	1486	148	162	1085	104
36	Fallbrook Ave and Vanowen St	50	938	71	146	720	129	90	1195	164	148	578	60
37	Shoup Ave and Vanowen St	68	759	77	137	691	112	106	1110	141	127	626	69
38	Owensmouth Ave and Vanowen St	18	154	69	62	835	95	92	854	156	222	883	82
39	Variei Ave and Vanowen St	41	2	32	11	838	37	17	1	25	55	1233	21
40	Topanga Canyon Blvd and Kittridge St	4	908	42	36	7	6	21	1591	12	30	6	12
41	Woodlake Ave and Victory Blvd	37	83	95	43	1162	37	115	178	48	81	579	36
42	Fallbrook Ave and Victory Blvd	142	853	59	101	984	148	80	1383	61	100	642	98
43	Shoup Ave and Victory Blvd	97	690	46	95	875	255	125	1245	71	99	708	77
44	Westfield Way (Pvt) and Victory Blvd	13	4	9	20	1149	35	3	6	12	17	879	9
45	Owensmouth Ave and Victory Blvd	31	197	77	49	1119	111	155	904	101	186	797	69
46	Variei Ave and Victory Blvd	58	0	101	0	1065	158	0	0	0	336	1408	0
47	Mason Ave and Victory Blvd	76	78	26	194	1707	231	317	329	819	91	1712	141
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	42	255	0	0	0	6	0	1075	5	0	0	0
49	Shoup Ave and Erwin St	2	769	67	13	3	17	208	1197	7	75	3	91
50	Shoup Ave and Oxnard St	89	704	50	57	627	67	122	918	165	111	1157	172
51	Owensmouth Ave and Oxnard St	28	280	35	137	518	178	85	621	91	143	308	59
52	Shoup Ave and Burbank Blvd	39	582	44	90	320	48	164	626	80	31	168	52
53	Shoup Ave and Ventura Blvd	65	346	122	62	970	58	609	168	259	47	827	294
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1485	876	855	4	0	0	0	0	1032	45
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	0	1736	0	0	0	515	0	1506	0	0	0	399
56	Topanga Canyon Blvd and Ventura Blvd	136	1120	320	701	1013	134	145	848	85	205	607	202
57	Canoga Ave and Ventura Blvd	154	416	67	533	1263	71	177	285	259	52	902	211
58	De Soto Ave/Serrania Ave and Ventura Blvd	89	257	132	224	1207	55	657	174	374	54	1168	399
59	Topanga Canyon Blvd and Martinez St	5	1108	4	114	17	13	1	1368	14	14	5	3
60	Canoga Ave and Rocketdyne Dwy (Pvt)	25	816	0	12	0	4	24	1495	37	3	0	1
61	De Soto Ave and Kittridge St	76	828	23	59	6	145	27	1693	46	80	20	45
62	Topanga Canyon Blvd and Village Dwy	0	958	7	0	0	0	7	1561	0	2	0	3
63	Canoga Ave and Trillium Dwy (Pvt)	0	934	317	0	0	0	235	1336	0	35	0	16
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	102	1686	17	0	0	13	129	2067	31	7	1	21
65	Canoga Ave and Warner Ranch Rd (Pvt)	6	1767	157	1	0	17	274	973	1	0	0	40
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	123	1636	76	40	11	37	125	1362	110	198	12	105
67	Owensmouth Ave and Promenade Dwy (Pvt)	32	339	45	7	1	17	32	744	36	0	0	3
68	Owensmouth Ave and West Valley Way (Pvt)	51	306	0	2	0	5	0	924	237	0	0	0
69	Canoga Ave and Busway	0	882	15	0	0	0	2	1371	0	16	0	1
70	AMC Dwy and Oxnard St	24	1	54	39	760	102	8	3	11	53	322	25
71	Eton Ave and Vanowen St	18	0	6	14	836	38	3	1	4	24	1354	7
72	Independence Ave and Vanowen St	24	1	59	14	820	38	33	2	39	71	1276	15
73	Variei Ave and Kittridge St	3	11	26	19	49	5	13	8	10	10	19	71
74	Variei Ave and Oxnard St	26	41	10	82	313	41	46	128	103	48	576	108
75	Variei Ave and Califa St	5	1	2	36	37	7	23	10	101	5	175	94
76	Warner Center Lane and Burbank Blvd	0	0	0	109	511	0	7	0	57	0	493	29

APPENDIX G.4 - VOLUME DEVELOPMENT

EXISTING 2008 AM PEAK HOUR COUNT VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
77	De Soto Ave and Clark St	0	1911	131	0	0	0	7	1538	0	0	0	153
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	118	598	0	15	0	12	0	279	197
79	Owensmouth Ave and Marylee St	11	421	7	46	1	55	4	349	21	5	1	16
80	Topanga Canyon Blvd and Marylee St	0	1630	23	0	0	0	40	1751	0	2	0	22
81	Topanga Canyon Blvd and Calvert St	69	1259	14	0	0	75	20	1679	43	0	0	11
82	Topanga Canyon Blvd and Bassett St	33	1253	0	104	0	29	0	1659	61	0	0	0
83	Randi Ave and Victory Blvd	37	7	61	23	1157	34	8	5	20	36	668	2
84	Glade Ave and Erwin St	23	17	47	17	388	26	54	23	12	21	115	28
85	Randi Ave/Nevada Ave and Erwin St	12	14	40	13	303	17	48	41	26	8	129	19
86	Topanga Canyon Blvd and Clarendon St	34	1877	26	508	25	29	144	1177	121	5	8	107
87	Jordan Ave and Sherman Way	45	59	62	56	934	33	19	38	35	19	1209	15
88	Remmet Ave and Sherman Way	6	9	56	19	926	20	7	21	20	88	1218	17
89	Variel Ave and Sherman Way	104	81	23	33	877	40	60	88	43	40	1324	53
90	Owensmouth Ave and Gault St	13	223	16	9	15	42	16	765	16	45	10	31
91	Owensmouth Ave and Hart St	33	218	12	20	18	111	11	750	45	36	34	16
92	De Soto Ave and Hart St	57	1064	27	52	16	67	18	1533	33	76	15	41
93	Masson Ave and Vanowen St	29	308	58	112	863	68	65	926	102	129	999	130
94	Don Pio Dr and Ventura Blvd	8	14	91	30	1492	38	68	9	27	50	816	48
95	Owensmouth Ave and Saticoy St	41	145	50	47	1061	47	53	355	46	167	1061	65
96	Canoga Ave and Saticoy St	104	649	83	108	886	174	110	1100	74	139	1085	144
97	Variel Ave and Saticoy St	63	30	46	52	927	24	39	54	78	23	1285	18
98	De Soto Ave and Saticoy St	120	743	143	131	937	94	94	1266	154	162	1285	64
99	Shoup Ave and Valerio St	30	759	41	23	2	75	15	1019	10	53	6	27
100	Topanga Canyon Blvd and Valerio St	37	1206	40	46	38	18	74	1441	18	58	78	90
101	Canoga Ave and Valerio St	32	728	20	34	81	23	51	1312	25	91	212	102
102	Lurline Ave and Sherman Way	8	13	63	31	922	10	65	19	59	53	1372	51
103	Mason Ave and Sherman Way	62	511	35	102	868	49	102	1087	155	103	1301	75
104	Owensmouth Ave and Wyandotte St	27	181	4	16	15	72	6	598	25	5	12	8
105	Sale Ave and Vanowen St	13	7	97	10	788	10	9	3	28	80	615	5
106	Winnetka Ave and Vanowen St	81	731	105	64	881	80	114	1204	117	151	1084	75
107	Sale Ave and Victory Blvd	14	14	15	35	941	13	29	18	26	6	682	63
108	Winnetka Ave and Victory Blvd	135	776	190	80	1268	194	199	1070	236	319	1704	61
109	Winnetka Ave and Busway	0	888	0	0	18	0	0	1458	0	0	13	0
110	Fallbrook Ave and Oxnard St	17	1043	114	38	214	41	190	1505	33	111	117	99
111	Winnetka Ave and Calvert St	210	968	0	58	0	44	0	1300	222	55	32	51
112	Winnetka Ave and Oxnard St	57	1081	37	142	273	66	33	1099	235	35	255	22
113	Fallbrook Ave and Burbank Blvd	50	990	25	163	342	106	125	1388	202	28	221	67
114	Winnetka Ave and Hatteras St	4	1112	26	7	3	12	19	1120	9	35	8	14
115	Winnetka Ave and Clark St	42	1158	0	50	3	191	0	1191	19	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	129	729	0	0	0	0	0	874	458	257	11	472
117	Winnetka Ave and 101 Ventura Fwy EB	0	481	164	401	0	280	343	723	0	0	0	0
118	Winnetka Ave and Ventura Blvd	77	287	38	207	1366	44	352	440	241	76	849	183
119	Sale Ave and Ventura Blvd	7	0	16	15	1064	22	22	3	18	36	1100	25
120	Topanga Canyon Blvd and Mulholland Dr	112	432	16	662	56	174	18	854	609	16	116	42
121	Fallbrook Ave and Ventura Blvd	57	617	95	84	348	25	559	291	555	158	535	340
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	15	81	34	30	306	103	76	221	39	437	539	75
123	Tampa Ave and Ventura Blvd	61	104	30	78	1760	56	571	137	276	15	977	283
124	Tampa Ave and 101 Ventura Fwy EB	0	466	0	344	0	136	0	847	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	220	591	0	0	0	0	0	667	638	181	0	356
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	143	157	195	401	1849	67	0	0	0	95	1152	99
127	Topham St/Busway and Victory Blvd	336	15	13	0	1175	468	0	18	0	0	1797	0
128	Corbin Ave and Victory Blvd	35	566	116	65	1118	11	135	803	244	155	1499	122
129	Tampa Ave and Victory Blvd	72	681	132	72	1386	73	253	1065	205	82	1387	86
130	Burbank Blvd and Ventura Blvd	130	159	69	154	1447	98	31	203	251	47	739	10
131	Reseda Blvd and Burbank Blvd	25	435	315	86	357	86	686	954	158	145	444	280
132	Reseda Blvd and 101 Ventura Fwy EB	0	754	0	157	0	284	0	1495	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy Wb	415	488	0	0	0	0	0	1147	519	382	11	389
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	643	867	0	0	0	0	994	0
135	Canoga Ave and Nordhoff St	72	568	304	16	649	81	137	584	6	209	530	169
136	De Soto Ave and Nordhoff St	73	1277	136	273	673	43	131	1722	465	113	814	71
137	Topanga Canyon Blvd and Parthenia St	0	1511	312	0	0	0	77	1717	27	551	22	52
138	Canoga Ave and Parthenia St	26	658	219	54	427	126	68	763	17	298	705	217
139	De Soto Ave and Parthenia St	59	1241	72	100	641	69	83	1457	143	104	1016	155
140	Fallbrook Ave and Roscoe Blvd	101	248	395	32	674	189	46	185	47	449	720	229
141	Shoup Ave and Roscoe Blvd	90	144	422	23	1046	94	14	291	19	348	1249	9
142	Canoga Ave and Roscoe Blvd	75	620	84	129	901	41	65	1113	84	134	966	102
143	De Soto Ave and Roscoe Blvd	51	808	38	311	530	19	68	1268	146	106	835	39
144	Mason Ave and Roscoe Blvd	77	795	72	134	902	65	75	1090	158	78	925	121
145	Winnetka Ave and Roscoe Blvd	98	833	165	138	810	75	96	1007	119	126	841	125
146	Fallbrook Ave and Saticoy St	91	611	122	67	481	212	29	831	40	146	374	52
147	Shoup Ave and Saticoy St	79	600	38	52	476	107	64	730	15	203	535	69
148	Mason Ave and Saticoy St	100	630	28	126	929	89	122	1188	140	110	956	91
149	Winnetka Ave and Saticoy St	105	768	127	99	882	114	135	1028	123	94	911	121
150	Fallbrook Av and Sherman Way	123	732	172	126	751	178	95	1111	130	124	689	69
151	Winnetka Ave and Sherman Way	85	751	84	104	918	135	128	1157	111	161	1168	139
152	Woodlake Ave and Burbank Blvd	44	134	58	53	476	45	65	185	79	55	386	50

APPENDIX G.4 - VOLUME DEVELOPMENT

EXISTING 2008 AM PEAK HOUR COUNT VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1,626	850	961	966	978	1,037	1,603	785
2	Canoga Ave and Vanowen St	1,051	1,008	879	1,087	1,014	1,049	1,218	744
3	De Soto Ave and Vanowen St	1,475	1,344	971	1,060	1,005	1,135	1,452	1,258
4	Topanga Canyon Blvd and Victory Blvd	1,561	935	1,097	1,095	958	1,268	1,621	841
5	Canoga Ave and Victory Blvd	1,273	1,220	948	1,047	917	1,056	1,419	1,096
6	De Soto Ave and Victory Blvd	1,509	1,837	924	1,060	892	1,159	1,779	1,500
7	Topanga Canyon Blvd and Erwin St	1,638	218	1,225	498	1,080	657	1,636	206
8	Owensmouth Ave and Erwin St	830	349	431	577	527	565	777	318
9	Canoga Ave and Erwin St	1,390	249	1,167	414	1,161	315	1,358	386
10	Variel Ave and Erwin St	422	346	212	291	259	297	327	388
11	De Soto Ave and Erwin St	2,257	49	1,455	161	1,342	31	2,232	317
12	Topanga Canyon Blvd and Oxnard St	1,583	377	1,409	771	1,239	791	1,738	372
13	Canoga Ave and Oxnard St	1,310	546	1,261	581	1,237	549	1,317	595
14	De Soto Ave and Oxnard St	2,304	684	1,456	265	1,416	208	2,339	746
15	Topanga Canyon Blvd and Califa St	1,869	24	1,650	0	1,486	261	1,796	0
16	Owensmouth Ave and Califa St	434	143	488	220	479	344	372	90
17	Canoga Ave and Califa St	1,311	147	1,638	219	1,379	266	1,259	411
18	De Soto Ave and Califa St	2,292	0	1,703	45	1,452	0	2,194	394
19	101 Ventura Fwy WB and Burbank Blvd	0	1,168	0	754	0	623	1,025	274
20	Topanga Canyon Blvd and Burbank Blvd	1,751	551	2,149	668	1,444	1,012	1,549	1,114
21	Owensmouth Ave and Burbank Blvd	464	581	166	970	403	866	242	670
22	Canoga Ave and Burbank Blvd	1,250	393	1,916	837	1,911	789	1,059	637
23	De Soto Ave and Burbank Blvd (N)	2,067	0	1,693	261	1,637	0	1,545	839
24	Canoga Ave and 101 Ventura Fwy WB	1,018	1,164	940	0	1,921	0	1,201	0
25	De Soto Ave 101 Ventura Fwy WB	1,607	744	1,503	0	1,927	0	1,221	706
26	Canoga Ave and 101 Ventura Fwy EB	1,136	0	1,163	0	940	601	758	0
27	De Soto Ave and 101 Ventura Fwy EB	1,273	0	872	1,080	1,424	1,035	766	0
28	Topanga Canyon Blvd and Nordhoff St	2,026	399	1,544	228	1,442	590	1,951	214
29	Topanga Canyon Blvd and Roscoe Blvd	2,173	1,234	1,175	1,572	1,524	1,148	1,578	1,904
30	Topanga Canyon Blvd and Satcoy St	1,847	797	1,153	969	1,087	1,080	1,719	880
31	Shoup Ave and Sherman Way	1,226	1,012	972	1,253	918	1,041	1,410	1,094
32	Topanga Canyon Blvd and Sherman Way	2,007	1,581	1,189	1,130	1,192	1,067	2,225	1,423
33	Owensmouth Ave and Sherman Way	738	1,407	262	942	217	956	948	1,228
34	Canoga Ave and Sherman Way	1,239	1,596	843	1,065	911	1,078	1,220	1,534
35	De Soto Ave and Sherman Way	1,735	1,351	1,009	1,232	1,038	1,248	1,730	1,311
36	Fallbrook Ave and Vanowen St	1,449	786	1,059	995	1,144	881	1,472	792
37	Shoup Ave and Vanowen St	1,357	822	904	940	965	874	1,349	835
38	Owensmouth Ave and Vanowen St	1,102	1,187	241	992	298	996	1,171	1,057
39	Variel Ave and Vanowen St	43	1,309	75	886	34	887	93	1,299
40	Topanga Canyon Blvd and Kittridge St	1,624	48	954	49	956	70	1,627	22
41	Woodlake Ave and Victory Blvd	341	696	215	1,242	162	1,372	296	664
42	Fallbrook Ave and Victory Blvd	1,524	840	1,054	1,233	1,052	1,123	1,631	845
43	Shoup Ave and Victory Blvd	1,441	884	833	1,225	862	1,046	1,599	876
44	Westfield Way (Pvt) and Victory Blvd	21	905	26	1,204	33	1,161	58	904
45	Owensmouth Ave and Victory Blvd	1,160	1,052	305	1,279	315	1,351	1,201	929
46	Variel Ave and Victory Blvd	0	1,744	159	1,223	0	1,166	494	1,466
47	Mason Ave and Victory Blvd	1,465	1,944	180	2,132	413	2,050	651	2,607
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	1,080	0	297	6	255	0	1,081	47
49	Shoup Ave and Erwin St	1,412	169	838	33	873	278	1,289	12
50	Shoup Ave and Oxnard St	1,205	1,440	843	751	933	799	1,096	1,411
51	Owensmouth Ave and Oxnard St	797	510	343	833	476	638	942	427
52	Shoup Ave and Burbank Blvd	870	251	665	458	724	528	705	287
53	Shoup Ave and Ventura Blvd	1,036	1,168	533	1,090	702	1,701	273	1,151
54	101 Ventura Fwy EB and Ventura Blvd	0	1,077	1,485	1,735	921	2,340	4	1,032
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	1,506	399	1,736	515	2,135	0	2,021	0
56	Topanga Canyon Blvd and Ventura Blvd	1,078	1,014	1,576	1,848	2,023	1,478	1,187	828
57	Canoga Ave and Ventura Blvd	721	1,165	637	1,867	1,160	1,507	408	1,315
58	De Soto Ave/Serrania Ave and Ventura Blvd	1,205	1,621	478	1,486	880	1,996	283	1,631
59	Topanga Canyon Blvd and Martinez St	1,383	22	1,117	144	1,225	22	1,395	24
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1,556	4	841	16	829	24	1,502	62
61	De Soto Ave and Kittridge St	1,766	145	927	210	932	56	1,918	142
62	Topanga Canyon Blvd and Village Dwy	1,568	5	965	0	961	14	1,563	0
63	Canoga Ave and Trillium Dwy (Pvt)	1,571	51	1,251	0	950	552	1,371	0
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	2,227	29	1,805	13	1,707	146	2,087	134
65	Canoga Ave and Warner Ranch Rd (Pvt)	1,248	40	1,930	18	1,808	431	990	7
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1,597	315	1,835	88	1,781	212	1,597	245
67	Owensmouth Ave and Promenade Dwy (Pvt)	812	3	416	25	349	78	761	68
68	Owensmouth Ave and West Valley Way (Pvt)	1,161	0	357	7	308	0	929	288
69	Canoga Ave and Busway	1,373	17	897	0	883	17	1,387	0
70	AMC Dwy and Oxnard St	22	400	79	901	65	822	158	357
71	Eton Ave and Vanowen St	8	1,385	24	888	21	845	63	1,376
72	Independence Ave and Vanowen St	74	1,362	84	872	30	912	111	1,339
73	Variel Ave and Kittridge St	31	100	40	73	101	88	23	32
74	Variel Ave and Oxnard St	277	732	77	436	231	369	217	705
75	Variel Ave and Califa St	134	274	8	80	131	62	22	281
76	Warner Center Lane and Burbank Blvd	64	522	0	620	138	518	0	550

APPENDIX G.4 - VOLUME DEVELOPMENT

EXISTING 2008 AM PEAK HOUR COUNT VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	1,545	153	2,042	0	2,064	138	1,538	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	27	476	0	716	315	613	0	291
79	Owensmouth Ave and Marylee St	374	22	439	102	483	12	409	33
80	Topanga Canyon Blvd and Marylee St	1,791	24	1,653	0	1,652	63	1,753	0
81	Topanga Canyon Blvd and Calvert St	1,742	11	1,342	75	1,270	34	1,754	112
82	Topanga Canyon Blvd and Bassett St	1,720	0	1,286	133	1,357	0	1,688	94
83	Randi Ave and Victory Blvd	33	706	105	1,214	32	1,226	75	725
84	Glade Ave and Erwin St	89	164	87	431	62	489	70	150
85	Randi Ave/Nevada Ave and Erwin St	115	156	66	333	46	391	66	167
86	Topanga Canyon Blvd and Clarendon St	1,442	120	1,937	562	2,492	195	1,211	163
87	Jordan Ave and Sherman Way	92	1,243	166	1,023	130	1,015	90	1,289
88	Remmet Ave and Sherman Way	48	1,323	71	965	45	989	129	1,244
89	Variel Ave and Sherman Way	191	1,417	208	950	167	960	168	1,471
90	Owensmouth Ave and Gault St	797	86	252	66	263	47	852	39
91	Owensmouth Ave and Hart St	806	86	263	149	254	41	897	112
92	De Soto Ave and Hart St	1,584	132	1,148	135	1,157	61	1,676	105
93	Masson Ave and Vanowen St	1,093	1,258	395	1,043	550	986	1,123	1,130
94	Don Pio Dr and Ventura Blvd	104	914	113	1,560	92	1,651	97	851
95	Owensmouth Ave and Saticoy St	454	1,293	236	1,155	257	1,164	569	1,148
96	Canoga Ave and Saticoy St	1,284	1,368	836	1,168	901	1,079	1,413	1,263
97	Variel Ave and Saticoy St	171	1,326	139	1,003	100	1,012	101	1,426
98	De Soto Ave and Saticoy St	1,514	1,511	1,006	1,162	938	1,174	1,522	1,559
99	Shoup Ave and Valerio St	1,044	86	830	100	809	58	1,147	46
100	Topanga Canyon Blvd and Valerio St	1,533	226	1,283	102	1,342	152	1,517	133
101	Canoga Ave and Valerio St	1,388	405	780	138	864	152	1,426	269
102	Lurline Ave and Sherman Way	143	1,476	84	963	95	1,050	82	1,439
103	Mason Ave and Sherman Way	1,344	1,479	608	1,019	688	1,005	1,239	1,518
104	Owensmouth Ave and Wyandotte St	629	25	212	103	205	25	675	64
105	Sale Ave and Vanowen St	40	700	117	808	22	894	93	656
106	Winnetka Ave and Vanowen St	1,435	1,310	917	1,025	870	1,100	1,435	1,282
107	Sale Ave and Victory Blvd	73	751	43	989	112	985	37	722
108	Winnetka Ave and Victory Blvd	1,505	2,084	1,101	1,542	917	1,657	1,583	2,075
109	Winnetka Ave and Busway	1,458	13	888	18	888	18	1,458	13
110	Fallbrook Ave and Oxnard St	1,728	327	1,174	293	1,180	518	1,657	167
111	Winnetka Ave and Calvert St	1,522	138	1,178	102	1,077	0	1,399	464
112	Winnetka Ave and Oxnard St	1,367	312	1,175	481	1,245	343	1,200	547
113	Fallbrook Ave and Burbank Blvd	1,715	316	1,065	611	1,220	492	1,522	473
114	Winnetka Ave and Hatteras St	1,148	57	1,142	22	1,133	48	1,167	21
115	Winnetka Ave and Clark St	1,210	0	1,200	244	1,208	3	1,382	61
116	Winnetka Ave and 101 Ventura Fwy WB	1,332	740	858	0	1,201	0	1,131	598
117	Winnetka Ave and 101 Ventura Fwy EB	1,066	0	645	681	882	507	1,003	0
118	Winnetka Ave and Ventura Blvd	1,033	1,108	402	1,617	677	1,756	560	1,167
119	Sale Ave and Ventura Blvd	43	1,161	23	1,101	40	1,102	61	1,125
120	Topanga Canyon Blvd and Mulholland Dr	1,481	174	560	892	1,136	90	1,044	837
121	Fallbrook Ave and Ventura Blvd	1,405	1,033	769	457	1,041	1,002	474	1,147
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	336	1,051	130	439	186	416	761	593
123	Tampa Ave and Ventura Blvd	984	1,275	195	1,894	465	2,361	208	1,314
124	Tampa Ave and 101 Ventura Fwy EB	847	0	466	480	810	0	983	0
125	Tampa Ave and 101 Ventura Fwy WB	1,305	537	811	0	947	0	848	858
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	1,346	495	2,317	657	2,044	162	1,295
127	Topham St/Busway and Victory Blvd	18	1,797	364	1,643	15	1,188	486	2,133
128	Corbin Ave and Victory Blvd	1,182	1,776	717	1,194	753	1,369	969	1,778
129	Tampa Ave and Victory Blvd	1,523	1,555	885	1,531	839	1,771	1,220	1,664
130	Burbank Blvd and Ventura Blvd	485	796	358	1,699	323	1,547	348	1,120
131	Reseda Blvd and Burbank Blvd	1,798	869	775	529	801	1,358	1,185	627
132	Reseda Blvd and 101 Ventura Fwy EB	1,495	0	754	441	911	0	1,779	0
133	Reseda Blvd and 101 Ventura Fwy Wb	1,666	782	903	0	877	0	1,529	945
134	101 Ventura Fwy EB and Burbank Blvd	0	994	0	1,510	0	643	867	994
135	Canoga Ave and Nordhoff St	727	908	944	746	753	1,090	874	608
136	De Soto Ave and Nordhoff St	2,318	998	1,486	989	1,621	940	1,878	1,352
137	Topanga Canyon Blvd and Parthenia St	1,821	625	1,823	0	1,563	389	2,268	49
138	Canoga Ave and Parthenia St	848	1,220	903	607	929	714	1,187	748
139	De Soto Ave and Parthenia St	1,683	1,275	1,372	810	1,496	796	1,630	1,218
140	Fallbrook Ave and Roscoe Blvd	278	1,398	744	895	509	1,115	823	868
141	Shoup Ave and Roscoe Blvd	324	1,606	656	1,163	176	1,482	733	1,358
142	Canoga Ave and Roscoe Blvd	1,262	1,202	779	1,071	851	1,050	1,288	1,125
143	De Soto Ave and Roscoe Blvd	1,482	980	897	860	1,158	636	1,393	1,032
144	Mason Ave and Roscoe Blvd	1,323	1,124	944	1,101	1,050	1,049	1,233	1,160
145	Winnetka Ave and Roscoe Blvd	1,222	1,092	1,096	1,023	1,096	1,071	1,208	1,058
146	Fallbrook Ave and Saticoy St	900	572	824	760	730	632	1,189	505
147	Shoup Ave and Saticoy St	809	807	717	635	721	578	1,040	629
148	Mason Ave and Saticoy St	1,450	1,157	758	1,144	847	1,079	1,387	1,196
149	Winnetka Ave and Saticoy St	1,286	1,126	1,000	1,095	988	1,144	1,236	1,139
150	Fallbrook Av and Sherman Way	1,336	882	1,027	1,055	927	1,018	1,413	942
151	Winnetka Ave and Sherman Way	1,396	1,468	920	1,157	994	1,130	1,453	1,364
152	Woodlake Ave and Burbank Blvd	329	491	236	574	237	599	285	509

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 AM COUNTS									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1,626	850	961	966	978	1037	1603	785
2	Canoga Ave and Vanowen St	1051	1008	879	1087	1014	1049	1218	744
3	De Soto Ave and Vanowen St	1475	1344	971	1060	1005	1135	1452	1258
4	Topanga Canyon Blvd and Victory Blvd	1561	935	1097	1095	958	1268	1621	841
5	Canoga Ave and Victory Blvd	1273	1220	948	1047	917	1056	1419	1096
6	De Soto Ave and Victory Blvd	1509	1837	924	1060	892	1159	1779	1500
7	Topanga Canyon Blvd and Erwin St	1638	218	1225	498	1080	657	1636	206
8	Owensmouth Ave and Erwin St	830	349	431	577	527	565	777	318
9	Canoga Ave and Erwin St	1390	249	1167	414	1161	315	1358	386
10	Variel Ave and Erwin St	422	346	212	291	259	297	327	388
11	De Soto Ave and Erwin St	2257	49	1455	161	1342	31	2232	317
12	Topanga Canyon Blvd and Oxnard St	1583	377	1409	771	1239	791	1738	372
13	Canoga Ave and Oxnard St	1310	546	1261	581	1237	549	1317	595
14	De Soto Ave and Oxnard St	2304	684	1456	265	1416	208	2339	746
15	Topanga Canyon Blvd and Califa St	1869	24	1650	0	1486	261	1796	0
16	Owensmouth Ave and Califa St	434	143	488	220	479	344	372	90
17	Canoga Ave and Califa St	1311	147	1638	219	1379	266	1259	411
18	De Soto Ave and Califa St	2292	0	1703	45	1452	0	2194	394
19	101 Ventura Fwy WB and Burbank Blvd	0	1168	0	754	0	623	1025	274
20	Topanga Canyon Blvd and Burbank Blvd	1751	551	2149	668	1444	1012	1549	1114
21	Owensmouth Ave and Burbank Blvd	464	581	166	970	403	866	242	670
22	Canoga Ave and Burbank Blvd	1250	393	1916	837	1911	789	1059	637
23	De Soto Ave and Burbank Blvd (N)	2067	0	1693	261	1637	0	1545	839
24	Canoga Ave and 101 Ventura Fwy WB	1018	1164	940	0	1921	0	1201	0
25	De Soto Ave 101 Ventura Fwy WB	1607	744	1503	0	1927	0	1221	706
26	Canoga Ave and 101 Ventura Fwy EB	1136	0	1163	0	940	601	758	0
27	De Soto Ave and 101 Ventura Fwy EB	1273	0	872	1080	1424	1035	766	0
28	Topanga Canyon Blvd and Nordhoff St	2026	399	1544	228	1442	590	1951	214
29	Topanga Canyon Blvd and Roscoe Blvd	2173	1234	1175	1572	1524	1148	1578	1904
30	Topanga Canyon Blvd and Satcoy St	1847	797	1153	969	1087	1080	1719	880
31	Shoup Ave and Sherman Way	1226	1012	972	1253	918	1041	1410	1094
32	Topanga Canyon Blvd and Sherman Way	2007	1581	1189	1130	1192	1067	2225	1423
33	Owensmouth Ave and Sherman Way	738	1407	262	942	217	956	948	1228
34	Canoga Ave and Sherman Way	1239	1596	843	1065	911	1078	1220	1534
35	De Soto Ave and Sherman Way	1735	1351	1009	1232	1038	1248	1730	1311
36	Fallbrook Ave and Vanowen St	1449	786	1059	995	1144	881	1472	792
37	Shoup Ave and Vanowen St	1357	822	904	940	965	874	1349	835
38	Owensmouth Ave and Vanowen St	1102	1187	241	992	298	996	1171	1057
39	Variel Ave and Vanowen St	43	1309	75	886	34	887	93	1299
40	Topanga Canyon Blvd and Kittridge St	1624	48	954	49	956	70	1627	22
41	Woodlake Ave and Victory Blvd	341	696	215	1242	162	1372	296	664
42	Fallbrook Ave and Victory Blvd	1524	840	1054	1233	1052	1123	1631	845
43	Shoup Ave and Victory Blvd	1441	884	833	1225	862	1046	1599	876
44	Westfield Way (Pvt) and Victory Blvd	21	905	26	1204	33	1161	58	904
45	Owensmouth Ave and Victory Blvd	1160	1052	305	1279	315	1351	1201	929
46	Variel Ave and Victory Blvd	0	1744	159	1223	0	1166	494	1466
47	Mason Ave and Victory Blvd	1465	1944	180	2132	413	2050	651	2607
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	1080	0	297	6	255	0	1081	47
49	Shoup Ave and Erwin St	1412	169	838	33	873	278	1289	12
50	Shoup Ave and Oxnard St	1205	1440	843	751	933	799	1096	1411
51	Owensmouth Ave and Oxnard St	797	510	343	833	476	638	942	427
52	Shoup Ave and Burbank Blvd	870	251	665	458	724	528	705	287
53	Shoup Ave and Ventura Blvd	1036	1168	533	1090	702	1701	273	1151
54	101 Ventura Fwy EB and Ventura Blvd	0	1077	1485	1735	921	2340	4	1032
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	1506	399	1736	515	2135	0	2021	0
56	Topanga Canyon Blvd and Ventura Blvd	1078	1014	1576	1848	2023	1478	1187	828
57	Canoga Ave and Ventura Blvd	721	1165	637	1867	1160	1507	408	1315
58	De Soto Ave/Serrania Ave and Ventura Blvd	1205	1621	478	1486	880	1996	283	1631
59	Topanga Canyon Blvd and Martinez St	1383	22	1117	144	1225	22	1395	24
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1556	4	841	16	829	24	1502	62
61	De Soto Ave and Kittridge St	1766	145	927	210	932	56	1918	142
62	Topanga Canyon Blvd and Village Dwy	1568	5	965	0	961	14	1563	0
63	Canoga Ave and Trillium Dwy (Pvt)	1571	51	1251	0	950	552	1371	0
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania	2227	29	1805	13	1707	146	2087	134
65	Canoga Ave and Warner Ranch Rd (Pvt)	1248	40	1930	18	1808	431	990	7
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1597	315	1835	88	1781	212	1597	245
67	Owensmouth Ave and Promenade Dwy (Pvt)	812	3	416	25	349	78	761	68
68	Owensmouth Ave and West Valley Way (Pvt)	1161	0	357	7	308	0	929	288
69	Canoga Ave and Busway	1373	17	897	0	883	17	1387	0
70	AMC Dwy and Oxnard St	22	400	79	901	65	822	158	357
71	Eton Ave and Vanowen St	8	1385	24	888	21	845	63	1376
72	Independence Ave and Vanowen St	74	1362	84	872	30	912	111	1339
73	Variel Ave and Kittridge St	31	100	40	73	101	88	23	32
74	Variel Ave and Oxnard St	277	732	77	436	231	369	217	705
75	Variel Ave and Califa St	134	274	8	80	131	62	22	281
76	Warner Center Lane and Burbank Blvd	64	522	0	620	138	518	0	550

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 AM COUNTS									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	1545	153	2042	0	2064	138	1538	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	27	476	0	716	315	613	0	291
79	Owensmouth Ave and Marylee St	374	22	439	102	483	12	409	33
80	Topanga Canyon Blvd and Marylee St	1791	24	1653	0	1652	63	1753	0
81	Topanga Canyon Blvd and Calvert St	1742	11	1342	75	1270	34	1754	112
82	Topanga Canyon Blvd and Bassett St	1720	0	1286	133	1357	0	1688	94
83	Randi Ave and Victory Blvd	33	706	105	1214	32	1226	75	725
84	Glade Ave and Erwin St	89	164	87	431	62	489	70	150
85	Randi Ave/Nevada Ave and Erwin St	115	156	66	333	46	391	66	167
86	Topanga Canyon Blvd and Clarendon St	1442	120	1937	562	2492	195	1211	163
87	Jordan Ave and Sherman Way	92	1243	166	1023	130	1015	90	1289
88	Remmet Ave and Sherman Way	48	1323	71	965	45	989	129	1244
89	Variel Ave and Sherman Way	191	1417	208	950	167	960	168	1471
90	Owensmouth Ave and Gault St	797	86	252	66	263	47	852	39
91	Owensmouth Ave and Hart St	806	86	263	149	254	41	897	112
92	De Soto Ave and Hart St	1584	132	1148	135	1157	61	1676	105
93	Mason Ave and Vanowen St	1093	1258	395	1043	550	986	1123	1130
94	Don Pio Dr and Ventura Blvd	104	914	113	1560	92	1651	97	851
95	Owensmouth Ave and Satcoy St	454	1293	236	1155	257	1164	569	1148
96	Canoga Ave and Satcoy St	1284	1368	836	1168	901	1079	1413	1263
97	Variel Ave and Satcoy St	171	1326	139	1003	100	1012	101	1426
98	De Soto Ave and Satcoy St	1514	1511	1006	1162	938	1174	1522	1559
99	Shoup Ave and Valerio St	1044	86	830	100	809	58	1147	46
100	Topanga Canyon Blvd and Valerio St	1533	226	1283	102	1342	152	1517	133
101	Canoga Ave and Valerio St	1388	405	780	138	864	152	1426	269
102	Lurline Ave and Sherman Way	143	1476	84	963	95	1050	82	1439
103	Mason Ave and Sherman Way	1344	1479	608	1019	688	1005	1239	1518
104	Owensmouth Ave and Wyandotte St	629	25	212	103	205	25	675	64
105	Sale Ave and Vanowen St	40	700	117	808	22	894	93	656
106	Winnetka Ave and Vanowen St	1435	1310	917	1025	870	1100	1435	1282
107	Sale Ave and Victory Blvd	73	751	43	989	112	985	37	722
108	Winnetka Ave and Victory Blvd	1505	2084	1101	1542	917	1657	1583	2075
109	Winnetka Ave and Busway	1458	13	888	18	888	18	1458	13
110	Fallbrook Ave and Oxnard St	1728	327	1174	293	1180	518	1657	167
111	Winnetka Ave and Calvert St	1522	138	1178	102	1077	0	1399	464
112	Winnetka Ave and Oxnard St	1367	312	1175	481	1245	343	1200	547
113	Fallbrook Ave and Burbank Blvd	1715	316	1065	611	1220	492	1522	473
114	Winnetka Ave and Hatteras St	1148	57	1142	22	1133	48	1167	21
115	Winnetka Ave and Clark St	1210	0	1200	244	1208	3	1382	61
116	Winnetka Ave and 101 Ventura Fwy WB	1332	740	858	0	1201	0	1131	598
117	Winnetka Ave and 101 Ventura Fwy EB	1066	0	645	681	882	507	1003	0
118	Winnetka Ave and Ventura Blvd	1033	1108	402	1617	677	1756	560	1167
119	Sale Ave and Ventura Blvd	43	1161	23	1101	40	1102	61	1125
120	Topanga Canyon Blvd and Mulholland Dr	1481	174	560	892	1136	90	1044	837
121	Fallbrook Ave and Ventura Blvd	1405	1033	769	457	1041	1002	474	1147
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	336	1051	130	439	186	416	761	593
123	Tampa Ave and Ventura Blvd	984	1275	195	1894	465	2361	208	1314
124	Tampa Ave and 101 Ventura Fwy EB	847	0	466	480	810	0	983	0
125	Tampa Ave and 101 Ventura Fwy WB	1305	537	811	0	947	0	848	858
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	0	1346	495	2317	657	2044	162	1295
127	Topham St/Busway and Victory Blvd	18	1797	364	1643	15	1188	486	2133
128	Corbin Ave and Victory Blvd	1182	1776	717	1194	753	1369	969	1778
129	Tampa Ave and Victory Blvd	1523	1555	885	1531	839	1771	1220	1664
130	Burbank Blvd and Ventura Blvd	485	796	358	1699	323	1547	348	1120
131	Reseda Blvd and Burbank Blvd	1798	869	775	529	801	1358	1185	627
132	Reseda Blvd and 101 Ventura Fwy EB	1495	0	754	441	911	0	1779	0
133	Reseda Blvd and 101 Ventura Fwy WB	1666	782	903	0	877	0	1529	945
134	101 Ventura Fwy EB and Burbank Blvd	0	994	0	1510	0	643	867	994
135	Canoga Ave and Nordhoff St	727	908	944	746	753	1090	874	608
136	De Soto Ave and Nordhoff St	2318	998	1486	989	1621	940	1878	1352
137	Topanga Canyon Blvd and Parthenia St	1821	625	1823	0	1563	389	2268	49
138	Canoga Ave and Parthenia St	848	1220	903	607	929	714	1187	748
139	De Soto Ave and Parthenia St	1683	1275	1372	810	1496	796	1630	1218
140	Fallbrook Ave and Roscoe Blvd	278	1398	744	895	509	1115	823	868
141	Shoup Ave and Roscoe Blvd	324	1606	656	1163	176	1482	733	1358
142	Canoga Ave and Roscoe Blvd	1262	1202	779	1071	851	1050	1288	1125
143	De Soto Ave and Roscoe Blvd	1482	980	897	860	1158	636	1393	1032
144	Mason Ave and Roscoe Blvd	1323	1124	944	1101	1050	1049	1233	1160
145	Winnetka Ave and Roscoe Blvd	1222	1092	1096	1023	1096	1071	1208	1058
146	Fallbrook Ave and Satcoy St	900	572	824	760	730	632	1189	505
147	Shoup Ave and Satcoy St	809	807	717	635	721	578	1040	629
148	Mason Ave and Satcoy St	1450	1157	758	1144	847	1079	1387	1196
149	Winnetka Ave and Satcoy St	1286	1126	1000	1095	988	1144	1236	1139
150	Fallbrook Av and Sherman Way	1336	882	1027	1055	927	1018	1413	942
151	Winnetka Ave and Sherman Way	1396	1468	920	1157	994	1130	1453	1364
152	Woodlake Ave and Burbank Blvd	329	491	236	574	237	599	285	509

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 AM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1188	294	843	660	927	527	1127	403
2	Canoga Ave and Vanowen St	772	594	545	538	399	420	1080	549
3	De Soto Ave and Vanowen St	958	433	420	399	563	311	838	498
4	Topanga Canyon Blvd and Victory Blvd	1130	435	1244	718	1043	814	1289	382
5	Canoga Ave and Victory Blvd	899	1294	651	859	500	1240	1249	715
6	De Soto Ave and Victory Blvd	1166	1807	491	1250	562	1317	1104	1731
7	Topanga Canyon Blvd and Erwin St	1147	54	1379	505	1347	270	1331	137
8	Owensmouth Ave and Erwin St	486	220	121	364	119	419	415	238
9	Canoga Ave and Erwin St	1438	159	892	330	824	275	1447	274
10	Variel Ave and Erwin St	146	198	8	315	35	268	46	316
11	De Soto Ave and Erwin St	989	0	562	254	561	0	996	249
12	Topanga Canyon Blvd and Oxnard St	1271	200	1302	703	1463	540	1238	235
13	Canoga Ave and Oxnard St	1481	341	1041	352	905	383	1652	275
14	De Soto Ave and Oxnard St	1020	331	679	261	617	350	945	380
15	Topanga Canyon Blvd and Califa St	1233	149	1447	0	1313	415	1101	0
16	Owensmouth Ave and Califa St	341	174	430	245	268	283	469	170
17	Canoga Ave and Califa St	1341	122	1071	385	966	308	1271	374
18	De Soto Ave and Califa St	911	0	664	113	684	0	563	441
19	101 Ventura Fwy WB and Burbank Blvd	0	948	0	563	0	563	688	260
20	Topanga Canyon Blvd and Burbank Blvd	1089	829	2229	583	1402	889	1472	967
21	Owensmouth Ave and Burbank Blvd	475	416	0	732	344	587	0	691
22	Canoga Ave and Burbank Blvd	1407	14	967	503	1347	21	1084	439
23	De Soto Ave and Burbank Blvd (N)	596	0	820	77	693	0	660	140
24	Canoga Ave and 101 Ventura Fwy WB	1082	604	556	0	1108	0	1135	0
25	De Soto Ave 101 Ventura Fwy WB	524	596	662	0	1000	0	651	131
26	Canoga Ave and 101 Ventura Fwy EB	1135	0	688	0	556	736	530	0
27	De Soto Ave and 101 Ventura Fwy EB	651	0	767	413	662	614	555	0
28	Topanga Canyon Blvd and Nordhoff St	1261	454	1586	761	880	472	1551	1160
29	Topanga Canyon Blvd and Roscoe Blvd	1368	574	969	1077	1331	654	1157	845
30	Topanga Canyon Blvd and Satcoy St	1141	497	791	411	946	652	938	303
31	Shoup Ave and Sherman Way	691	397	356	801	462	569	643	571
32	Topanga Canyon Blvd and Sherman Way	994	459	807	569	843	645	944	397
33	Owensmouth Ave and Sherman Way	208	637	71	612	113	618	411	386
34	Canoga Ave and Sherman Way	572	879	574	868	301	836	918	839
35	De Soto Ave and Sherman Way	1077	1677	521	811	873	1401	902	911
36	Fallbrook Ave and Vanowen St	921	135	683	310	762	214	857	215
37	Shoup Ave and Vanowen St	643	253	312	214	356	377	553	135
38	Owensmouth Ave and Vanowen St	584	433	184	446	99	455	609	484
39	Variel Ave and Vanowen St	0	358	235	420	0	283	137	594
40	Topanga Canyon Blvd and Kittridge St	1123	0	798	53	852	0	1071	51
41	Woodlake Ave and Victory Blvd	34	310	158	582	8	666	180	231
42	Fallbrook Ave and Victory Blvd	551	450	729	813	466	727	899	450
43	Shoup Ave and Victory Blvd	460	329	381	880	211	616	716	506
44	Westfield Way (Pvt) and Victory Blvd	0	454	3	819	0	810	28	438
45	Owensmouth Ave and Victory Blvd	725	589	218	810	372	818	699	454
46	Variel Ave and Victory Blvd	0	1614	189	1073	0	1163	466	1247
47	Mason Ave and Victory Blvd	1691	1124	0	1317	1038	1287	0	1807
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	609	26	372	92	184	54	725	137
49	Shoup Ave and Erwin St	716	138	295	0	381	483	285	0
50	Shoup Ave and Oxnard St	381	54	432	464	350	296	523	163
51	Owensmouth Ave and Oxnard St	414	346	191	434	162	509	537	177
52	Shoup Ave and Burbank Blvd	355	44	790	534	326	264	796	338
53	Shoup Ave and Ventura Blvd	796	776	333	633	790	1054	387	308
54	101 Ventura Fwy EB and Ventura Blvd	0	261	583	1061	648	989	0	269
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	1472	601	1759	0	2229	0	1603	0
56	Topanga Canyon Blvd and Ventura Blvd	1146	530	1413	989	1644	840	1333	261
57	Canoga Ave and Ventura Blvd	530	363	259	475	688	384	242	312
58	De Soto Ave/Serrania Ave and Ventura Blvd	555	1288	411	821	767	996	365	947
59	Topanga Canyon Blvd and Martinez St	995	102	916	0	880	106	1027	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1080	13	500	32	545	87	899	94
61	De Soto Ave and Kittridge St	838	139	562	250	420	54	1166	149
62	Topanga Canyon Blvd and Village Dwy	1289	76	1347	35	1244	278	1147	77
63	Canoga Ave and Trillium Dwy (Pvt)	1249	115	824	158	651	212	1438	44
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania	563	82	693	36	664	4	596	112
65	Canoga Ave and Warner Ranch Rd (Pvt)	1271	62	1347	116	1071	296	1407	22
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	660	75	1007	103	820	63	521	440
67	Owensmouth Ave and Promenade Dwy (Pvt)	415	19	162	0	121	62	414	0
68	Owensmouth Ave and West Valley Way (Pvt)	699	43	119	62	218	37	486	182
69	Canoga Ave and Busway	899	0	500	0	500	0	899	0
70	AMC Dwy and Oxnard St	70	177	41	540	52	434	142	200
71	Eton Ave and Vanowen St	0	594	0	420	0	420	0	594
72	Independence Ave and Vanowen St	0	498	116	283	0	399	139	358
73	Variel Ave and Kittridge St	137	0	235	0	235	0	137	0
74	Variel Ave and Oxnard St	98	380	39	225	74	270	118	280
75	Variel Ave and Califa St	12	66	0	30	7	42	0	60
76	Warner Center Lane and Burbank Blvd	48	140	0	40	131	77	0	19

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 AM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	521	11	1000	0	1007	1	524	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	14	0	21	0	21	0	14
79	Owensmouth Ave and Marylee St	469	42	339	58	430	19	431	28
80	Topanga Canyon Blvd and Marylee St	1097	0	1402	30	1433	0	1089	8
81	Topanga Canyon Blvd and Calvert St	1331	26	1463	7	1379	176	1271	1
82	Topanga Canyon Blvd and Bassett St	1188	0	927	0	927	0	1188	0
83	Randi Ave and Victory Blvd	51	371	174	616	53	737	94	329
84	Glade Ave and Erwin St	39	137	0	490	73	505	0	89
85	Randi Ave/Nevada Ave and Erwin St	0	83	53	434	0	485	13	72
86	Topanga Canyon Blvd and Clarendon St	1146	0	1644	0	1644	0	1146	0
87	Jordan Ave and Sherman Way	50	386	35	645	1	612	73	431
88	Remmet Ave and Sherman Way	418	839	68	648	316	868	99	688
89	Variel Ave and Sherman Way	82	911	0	836	25	811	15	978
90	Owensmouth Ave and Gault St	411	1	71	4	71	2	413	1
91	Owensmouth Ave and Hart St	413	6	73	18	71	0	439	1
92	De Soto Ave and Hart St	902	55	563	0	521	41	958	0
93	Mason Ave and Vanowen St	1033	873	1126	247	605	756	1598	321
94	Don Plo Dr and Ventura Blvd	0	312	218	840	0	475	365	530
95	Owensmouth Ave and Satcoy St	329	409	113	483	211	488	208	427
96	Canoga Ave and Satcoy St	730	889	437	412	466	857	702	444
97	Variel Ave and Satcoy St	0	672	44	689	0	642	47	716
98	De Soto Ave and Satcoy St	1158	577	1024	642	1091	448	1189	672
99	Shoup Ave and Valerio St	728	260	462	0	446	313	691	0
100	Topanga Canyon Blvd and Valerio St	938	0	791	0	791	0	938	0
101	Canoga Ave and Valerio St	702	113	359	160	437	82	617	198
102	Lurline Ave and Sherman Way	264	1883	0	1401	205	1665	0	1677
103	Mason Ave and Sherman Way	1254	1936	711	1665	759	1892	1033	1883
104	Owensmouth Ave and Wyandotte St	208	13	113	22	113	22	208	13
105	Sale Ave and Vanowen St	0	135	0	214	0	214	0	135
106	Winnetka Ave and Vanowen St	933	555	417	763	588	448	838	793
107	Sale Ave and Victory Blvd	339	506	0	727	242	880	0	450
108	Winnetka Ave and Victory Blvd	841	1472	663	1267	417	1198	1171	1458
109	Winnetka Ave and Busway	838	0	417	2	417	0	841	0
110	Fallbrook Ave and Oxnard St	899	193	578	208	729	499	535	114
111	Winnetka Ave and Calvert St	1171	23	937	41	663	2	1210	297
112	Winnetka Ave and Oxnard St	1210	344	651	235	937	182	880	442
113	Fallbrook Ave and Burbank Blvd	535	370	484	887	578	615	726	358
114	Winnetka Ave and Hatteras St	880	22	657	0	651	5	903	0
115	Winnetka Ave and Clark St	903	0	740	103	657	0	1006	82
116	Winnetka Ave and 101 Ventura Fwy WB	1006	600	434	0	740	0	978	322
117	Winnetka Ave and 101 Ventura Fwy EB	978	0	522	323	434	613	775	0
118	Winnetka Ave and Ventura Blvd	775	1274	517	673	522	870	773	1074
119	Sale Ave and Ventura Blvd	0	308	0	633	0	633	0	308
120	Topanga Canyon Blvd and Mullholland Dr	697	180	421	717	1142	80	729	64
121	Fallbrook Ave and Ventura Blvd	845	308	923	84	600	633	331	596
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	120	596	422	177	153	84	655	423
123	Tampa Ave and Ventura Blvd	1108	1062	147	1056	308	1855	153	1058
124	Tampa Ave and 101 Ventura Fwy EB	769	0	308	581	551	0	1108	0
125	Tampa Ave and 101 Ventura Fwy WB	948	736	551	0	834	0	769	631
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bl	0	1106	272	1855	1233	806	130	1062
127	Topham St/Busway and Victory Blvd	0	902	570	1198	0	596	601	1472
128	Corbin Ave and Victory Blvd	1199	944	977	596	692	859	1262	902
129	Tampa Ave and Victory Blvd	539	1202	466	871	310	1111	648	1008
130	Burbank Blvd and Ventura Blvd	468	782	450	1617	129	764	1090	1334
131	Reseda Blvd and Burbank Blvd	1204	968	648	129	263	1183	1035	468
132	Reseda Blvd and 101 Ventura Fwy EB	1027	0	263	497	582	0	1204	0
133	Reseda Blvd and 101 Ventura Fwy WB	1098	581	582	0	788	0	1027	446
134	101 Ventura Fwy EB and Burbank Blvd	0	968	0	1183	0	441	742	968
135	Canoga Ave and Nordhoff St	300	942	455	634	172	1103	496	560
136	De Soto Ave and Nordhoff St	1353	518	631	1103	1331	684	648	942
137	Topanga Canyon Blvd and Parthenia St	1690	761	1679	0	1718	795	1616	0
138	Canoga Ave and Parthenia St	496	700	483	1004	455	734	595	899
139	De Soto Ave and Parthenia St	945	420	951	501	1028	450	892	448
140	Fallbrook Ave and Roscoe Blvd	309	519	624	461	292	745	616	260
141	Shoup Ave and Roscoe Blvd	441	852	333	745	305	1052	494	519
142	Canoga Ave and Roscoe Blvd	740	898	466	674	588	912	652	626
143	De Soto Ave and Roscoe Blvd	988	820	1013	912	947	740	1149	898
144	Mason Ave and Roscoe Blvd	1055	765	1001	740	909	808	1025	820
145	Winnetka Ave and Roscoe Blvd	768	849	939	808	823	871	905	765
146	Fallbrook Ave and Satcoy St	724	226	860	368	703	345	992	139
147	Shoup Ave and Satcoy St	389	415	446	596	257	522	728	340
148	Mason Ave and Satcoy St	1099	658	825	601	798	643	1021	721
149	Winnetka Ave and Satcoy St	766	905	844	790	706	926	1071	602
150	Fallbrook Av and Sherman Way	778	571	762	817	666	801	921	540
151	Winnetka Ave and Sherman Way	1130	2091	674	1782	859	1765	1118	1936
152	Woodlake Ave and Burbank Blvd	294	358	331	692	304	887	293	192

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT AM UNADJUSTED MODEL VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1169	279	895	661	932	493	1143	434
2	Canoga Ave and Vanowen St	800	507	560	575	359	566	1044	473
3	De Soto Ave and Vanowen St	1149	532	389	347	545	299	915	657
4	Topanga Canyon Blvd and Victory Blvd	1131	394	1245	712	918	924	1272	368
5	Canoga Ave and Victory Blvd	871	1342	578	1012	507	1345	1174	777
6	De Soto Ave and Victory Blvd	1188	1858	561	1321	715	1350	1092	1770
7	Topanga Canyon Blvd and Erwin St	1163	72	1339	515	1322	315	1324	128
8	Owensmouth Ave and Erwin St	466	236	184	463	108	502	434	305
9	Canoga Ave and Erwin St	1337	218	928	353	918	337	1290	289
10	Variel Ave and Erwin St	100	223	23	333	76	241	61	301
11	De Soto Ave and Erwin St	958	0	641	270	683	0	901	285
12	Topanga Canyon Blvd and Oxnard St	1268	196	1309	656	1311	551	1313	254
13	Canoga Ave and Oxnard St	1364	364	1132	372	981	401	1629	221
14	De Soto Ave and Oxnard St	937	328	721	269	700	357	830	367
15	Topanga Canyon Blvd and Califa St	1318	151	1312	0	1310	326	1143	0
16	Owensmouth Ave and Califa St	441	191	396	309	258	276	660	142
17	Canoga Ave and Califa St	1559	94	990	405	1087	251	1347	363
18	De Soto Ave and Califa St	798	0	674	102	726	0	552	296
19	101 Ventura Fwy WB and Burbank Blvd	0	927	0	539	0	539	676	251
20	Topanga Canyon Blvd and Burbank Blvd	1049	878	2176	560	1245	994	1479	946
21	Owensmouth Ave and Burbank Blvd	500	501	0	640	279	637	0	725
22	Canoga Ave and Burbank Blvd	1486	27	992	458	1265	23	1265	410
23	De Soto Ave and Burbank Blvd (N)	610	0	753	72	746	0	495	194
24	Canoga Ave and 101 Ventura Fwy WB	1038	599	562	0	1134	0	1066	0
25	De Soto Ave 101 Ventura Fwy WB	529	582	712	0	996	0	705	121
26	Canoga Ave and 101 Ventura Fwy EB	1066	0	694	0	562	748	449	0
27	De Soto Ave and 101 Ventura Fwy EB	705	0	775	440	712	602	607	0
28	Topanga Canyon Blvd and Nordhoff St	2037	480	1619	0	2099	488	1549	0
29	Topanga Canyon Blvd and Roscoe Blvd	1392	706	884	1087	1326	753	1070	919
30	Topanga Canyon Blvd and Satcoy St	1147	541	793	406	961	653	936	338
31	Shoup Ave and Sherman Way	715	422	381	819	464	603	656	613
32	Topanga Canyon Blvd and Sherman Way	950	479	808	603	840	650	927	422
33	Owensmouth Ave and Sherman Way	201	680	81	672	118	682	397	437
34	Canoga Ave and Sherman Way	578	994	544	838	294	822	1015	824
35	De Soto Ave and Sherman Way	1115	1857	428	820	849	1443	924	1003
36	Fallbrook Ave and Vanowen St	939	145	718	318	802	210	887	222
37	Shoup Ave and Vanowen St	656	281	323	210	381	380	564	145
38	Owensmouth Ave and Vanowen St	562	405	227	471	110	533	684	339
39	Variel Ave and Vanowen St	0	340	175	557	0	259	306	507
40	Topanga Canyon Blvd and Kittridge St	1156	0	836	55	891	0	1094	62
41	Woodlake Ave and Victory Blvd	335	325	158	289	166	680	171	90
42	Fallbrook Ave and Victory Blvd	821	462	722	568	758	706	910	200
43	Shoup Ave and Victory Blvd	468	341	410	853	219	608	728	516
44	Westfield Way (Pvt) and Victory Blvd	1	575	0	925	1	919	0	582
45	Owensmouth Ave and Victory Blvd	744	498	261	919	312	884	652	575
46	Variel Ave and Victory Blvd	0	1542	147	1233	0	1226	374	1322
47	Mason Ave and Victory Blvd	1700	1149	0	1350	1064	1277	0	1858
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	684	0	334	38	227	0	786	43
49	Shoup Ave and Erwin St	728	160	291	0	410	435	333	0
50	Shoup Ave and Oxnard St	410	56	423	424	334	290	525	162
51	Owensmouth Ave and Oxnard St	350	268	290	442	179	469	517	184
52	Shoup Ave and Burbank Blvd	358	45	804	524	352	263	774	342
53	Shoup Ave and Ventura Blvd	774	838	380	627	804	1055	416	344
54	101 Ventura Fwy EB and Ventura Blvd	0	304	586	1056	679	955	0	311
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	1479	548	1724	0	2176	0	1575	0
56	Topanga Canyon Blvd and Ventura Blvd	1216	553	1539	955	1727	834	1398	304
57	Canoga Ave and Ventura Blvd	449	476	266	471	694	417	228	324
58	De Soto Ave/Serrania Ave and Ventura Blvd	607	1412	439	841	775	1036	411	1076
59	Topanga Canyon Blvd and Martinez St	936	0	1027	0	888	0	1076	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1044	0	533	27	560	0	981	63
61	De Soto Ave and Kittridge St	915	151	715	198	389	55	1188	348
62	Topanga Canyon Blvd and Village Dwy	1272	0	1423	61	1245	0	1477	34
63	Canoga Ave and Trillium Dwy (Pvt)	1174	78	918	95	578	196	1337	155
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania	552	66	746	62	674	4	610	139
65	Canoga Ave and Warner Ranch Rd (Pvt)	1347	58	1265	90	990	188	1486	96
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	495	82	773	2	753	63	451	85
67	Owensmouth Ave and Promenade Dwy (Pvt)	434	8	179	3	184	88	350	3
68	Owensmouth Ave and West Valley Way (Pvt)	652	70	108	95	261	153	466	43
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	184	26	678	0	442	38	408
71	Eton Ave and Vanowen St	0	507	0	566	0	557	8	507
72	Independence Ave and Vanowen St	0	657	87	259	0	347	317	340
73	Variel Ave and Kittridge St	306	4	175	8	175	0	319	0
74	Variel Ave and Oxnard St	91	374	24	240	75	288	70	296
75	Variel Ave and Califa St	16	19	0	26	10	27	0	24
76	Warner Center Lane and Burbank Blvd	7	194	0	73	30	72	0	172

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT AM UNADJUSTED MODEL VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	526	12	996	0	1007	0	529	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	660	56	238	129	396	85	419	184
80	Topanga Canyon Blvd and Marylee St	1143	61	1288	0	1312	116	1065	0
81	Topanga Canyon Blvd and Calvert St	1324	42	1311	46	1339	108	1268	7
82	Topanga Canyon Blvd and Bassett St	1170	0	932	0	932	0	1169	1
83	Randi Ave and Victory Blvd	62	374	168	608	55	721	95	341
84	Glade Ave and Erwin St	2	113	2	452	0	455	5	109
85	Randi Ave/Nevada Ave and Erwin St	0	109	68	384	0	452	16	92
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	119	445	4	650	49	658	33	479
88	Remmet Ave and Sherman Way	131	737	26	682	35	706	154	680
89	Variel Ave and Sherman Way	38	1003	0	822	2	820	0	1041
90	Owensmouth Ave and Gault St	397	0	81	0	81	0	397	0
91	Owensmouth Ave and Hart St	397	5	83	38	81	0	441	2
92	De Soto Ave and Hart St	1149	0	545	0	545	0	1149	0
93	Mason Ave and Vanowen St	1019	968	1149	232	575	765	1616	413
94	Don Pio Dr and Ventura Blvd	0	324	229	834	0	471	362	553
95	Owensmouth Ave and Satcoy St	346	448	117	473	228	486	201	470
96	Canoga Ave and Satcoy St	738	975	474	398	483	889	770	442
97	Variel Ave and Satcoy St	0	767	59	715	0	665	49	827
98	De Soto Ave and Satcoy St	1215	616	1008	665	1112	401	1225	767
99	Shoup Ave and Valerio St	727	267	464	0	433	311	715	0
100	Topanga Canyon Blvd and Valerio St	936	0	793	0	793	0	936	0
101	Canoga Ave and Valerio St	770	60	355	172	474	53	642	189
102	Lurline Ave and Sherman Way	268	2054	0	1443	196	1712	0	1857
103	Mason Ave and Sherman Way	913	2485	685	1712	610	2111	1019	2054
104	Owensmouth Ave and Wyandotte St	201	15	118	35	117	36	201	15
105	Sale Ave and Vanowen St	0	145	0	210	0	210	0	145
106	Winnetka Ave and Vanowen St	943	639	420	751	614	454	834	851
107	Sale Ave and Victory Blvd	339	516	0	706	247	853	0	462
108	Winnetka Ave and Victory Blvd	833	1585	763	1251	420	1187	1166	1660
109	Winnetka Ave and Busway	834	0	420	2	420	0	833	3
110	Fallbrook Ave and Oxnard St	910	202	570	194	722	483	527	144
111	Winnetka Ave and Calvert St	1166	0	763	0	763	0	1166	0
112	Winnetka Ave and Oxnard St	1166	229	671	256	763	203	884	473
113	Fallbrook Ave and Burbank Blvd	527	410	485	868	570	586	728	404
114	Winnetka Ave and Hatteras St	884	22	675	0	671	3	906	0
115	Winnetka Ave and Clark St	906	0	761	103	675	0	1009	86
116	Winnetka Ave and 101 Ventura Fwy WB	1009	600	467	0	761	0	988	328
117	Winnetka Ave and 101 Ventura Fwy EB	988	0	521	313	467	602	754	0
118	Winnetka Ave and Ventura Blvd	754	1369	646	575	521	855	1002	965
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mullholland Dr	653	176	466	750	1191	95	680	79
121	Fallbrook Ave and Ventura Blvd	853	344	913	82	603	627	360	601
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	123	601	375	185	131	82	652	420
123	Tampa Ave and Ventura Blvd	1139	1111	157	996	296	1834	181	1092
124	Tampa Ave and 101 Ventura Fwy EB	795	0	296	554	507	0	1139	0
125	Tampa Ave and 101 Ventura Fwy WB	994	702	507	0	802	0	795	605
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	0	1186	275	1834	1224	789	170	1111
127	Topham St/Busway and Victory Blvd	0	982	603	1187	0	598	588	1585
128	Corbin Ave and Victory Blvd	1258	1009	1024	598	743	848	1316	982
129	Tampa Ave and Victory Blvd	554	1290	458	887	327	1114	658	1091
130	Burbank Blvd and Ventura Blvd	487	832	441	1600	119	765	1092	1384
131	Reseda Blvd and Burbank Blvd	1138	992	696	119	228	1160	1069	487
132	Reseda Blvd and 101 Ventura Fwy EB	1039	0	228	492	623	0	1138	0
133	Reseda Blvd and 101 Ventura Fwy WB	1110	574	623	0	822	0	1039	446
134	101 Ventura Fwy EB and Burbank Blvd	0	998	0	1160	0	431	735	992
135	Canoga Ave and Nordhoff St	309	1019	452	643	196	1097	534	596
136	De Soto Ave and Nordhoff St	1354	572	631	1097	1325	669	641	1019
137	Topanga Canyon Blvd and Parthenia St	1549	974	1631	0	1619	898	1638	0
138	Canoga Ave and Parthenia St	534	764	512	1037	452	796	616	984
139	De Soto Ave and Parthenia St	957	447	937	528	1037	441	917	474
140	Fallbrook Ave and Roscoe Blvd	304	583	633	439	274	746	642	296
141	Shoup Ave and Roscoe Blvd	444	922	346	746	315	1069	491	583
142	Canoga Ave and Roscoe Blvd	791	945	343	682	642	919	558	649
143	De Soto Ave and Roscoe Blvd	824	851	1015	1055	784	711	1192	1060
144	Mason Ave and Roscoe Blvd	1098	818	1045	711	955	818	1048	851
145	Winnetka Ave and Roscoe Blvd	800	923	971	818	828	897	970	818
146	Fallbrook Ave and Satcoy St	759	253	891	367	712	354	1038	165
147	Shoup Ave and Satcoy St	381	450	433	605	256	511	727	374
148	Mason Ave and Satcoy St	1114	741	843	582	828	609	1071	774
149	Winnetka Ave and Satcoy St	820	986	858	752	717	908	1114	677
150	Fallbrook Av and Sherman Way	803	613	802	806	692	819	939	573
151	Winnetka Ave and Sherman Way	957	2453	703	1825	712	1997	1136	2094
152	Woodlake Ave and Burbank Blvd	302	404	317	665	312	868	298	211

APPENDIX G.4 - VOLUME DEVELOPMENT

2008-2035 NO PROJECT AM MODEL GROWTH

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	-19	-15	52	1	5	-34	16	31
2	Canoga Ave and Vanowen St	28	-87	15	37	-40	146	-36	-76
3	De Soto Ave and Vanowen St	191	99	-31	-52	-18	-12	77	159
4	Topanga Canyon Blvd and Victory Blvd	1	-41	1	-6	-125	110	-17	-14
5	Canoga Ave and Victory Blvd	-28	48	-73	153	7	105	-75	62
6	De Soto Ave and Victory Blvd	22	51	70	71	153	33	-12	39
7	Topanga Canyon Blvd and Erwin St	16	18	-40	10	-25	45	-7	-9
8	Owensmouth Ave and Erwin St	-20	16	63	99	-11	83	19	67
9	Canoga Ave and Erwin St	-101	59	36	23	94	62	-157	15
10	Variel Ave and Erwin St	-46	25	15	18	41	-27	15	-15
11	De Soto Ave and Erwin St	-31	0	79	16	122	0	-95	36
12	Topanga Canyon Blvd and Oxnard St	-3	-4	7	-47	-152	11	75	19
13	Canoga Ave and Oxnard St	-117	23	91	20	76	18	-23	-54
14	De Soto Ave and Oxnard St	-83	-3	42	8	83	7	-115	-13
15	Topanga Canyon Blvd and Califa St	85	2	-135	0	-3	-89	42	0
16	Owensmouth Ave and Califa St	100	17	-34	64	-10	-7	191	-28
17	Canoga Ave and Califa St	218	-28	-81	20	121	-57	76	-11
18	De Soto Ave and Califa St	-113	0	10	-11	42	0	-11	-145
19	101 Ventura Fwy WB and Burbank Blvd	0	-21	0	-24	0	-24	-12	-9
20	Topanga Canyon Blvd and Burbank Blvd	-40	49	-53	-23	-157	105	7	-21
21	Owensmouth Ave and Burbank Blvd	25	85	0	-92	-65	50	0	34
22	Canoga Ave and Burbank Blvd	79	13	25	-45	-82	2	181	-29
23	De Soto Ave and Burbank Blvd (N)	14	0	-67	-5	53	0	-165	54
24	Canoga Ave and 101 Ventura Fwy WB	-44	-5	6	0	26	0	-69	0
25	De Soto Ave 101 Ventura Fwy WB	5	-14	50	0	-4	0	54	-10
26	Canoga Ave and 101 Ventura Fwy EB	-69	0	6	0	6	12	-81	0
27	De Soto Ave and 101 Ventura Fwy EB	54	0	8	27	50	-12	52	0
28	Topanga Canyon Blvd and Nordhoff St	776	26	33	-761	1219	16	-2	-1160
29	Topanga Canyon Blvd and Roscoe Blvd	24	132	-85	10	-5	99	-87	74
30	Topanga Canyon Blvd and Satcoy St	6	44	2	-5	15	1	-2	35
31	Shoup Ave and Sherman Way	24	25	25	18	2	34	13	42
32	Topanga Canyon Blvd and Sherman Way	-44	20	1	34	-3	5	-17	25
33	Owensmouth Ave and Sherman Way	-7	43	10	60	5	64	-14	51
34	Canoga Ave and Sherman Way	6	115	-30	-30	-7	-14	97	-15
35	De Soto Ave and Sherman Way	38	180	-93	9	-24	42	22	92
36	Fallbrook Ave and Vanowen St	18	10	35	8	40	-4	30	7
37	Shoup Ave and Vanowen St	13	28	11	-4	25	3	11	10
38	Owensmouth Ave and Vanowen St	-22	-28	43	25	11	78	75	-145
39	Variel Ave and Vanowen St	0	-18	-60	137	0	-24	169	-87
40	Topanga Canyon Blvd and Kittridge St	33	0	38	2	39	0	23	11
41	Woodlake Ave and Victory Blvd	301	15	0	-293	158	14	-9	-141
42	Fallbrook Ave and Victory Blvd	270	12	-7	-245	292	-21	11	-250
43	Shoup Ave and Victory Blvd	8	12	29	-27	8	-8	12	10
44	Westfield Way (Pvt) and Victory Blvd	1	121	-3	106	1	109	-28	144
45	Owensmouth Ave and Victory Blvd	19	-91	43	109	-60	66	-47	121
46	Variel Ave and Victory Blvd	0	-72	-42	160	0	63	-92	75
47	Mason Ave and Victory Blvd	9	25	0	33	26	-10	0	51
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	75	-26	-38	-54	43	-54	61	-94
49	Shoup Ave and Erwin St	12	22	-4	0	29	-48	48	0
50	Shoup Ave and Oxnard St	29	2	-9	-40	-16	-6	2	-1
51	Owensmouth Ave and Oxnard St	-64	-78	99	8	17	-40	-20	7
52	Shoup Ave and Burbank Blvd	3	1	14	-10	26	-1	-22	4
53	Shoup Ave and Ventura Blvd	-22	62	47	-6	14	1	29	36
54	101 Ventura Fwy EB and Ventura Blvd	0	43	3	-5	31	-34	0	42
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	7	-53	-35	0	-53	0	-28	0
56	Topanga Canyon Blvd and Ventura Blvd	70	23	126	-34	83	-6	65	43
57	Canoga Ave and Ventura Blvd	-81	113	7	-4	6	33	-14	12
58	De Soto Ave/Serrania Ave and Ventura Blvd	52	124	28	20	8	40	46	129
59	Topanga Canyon Blvd and Martinez St	-59	-102	111	0	8	-106	49	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	-36	-13	33	-5	15	-87	82	-31
61	De Soto Ave and Kittridge St	77	12	153	-52	-31	1	22	199
62	Topanga Canyon Blvd and Village Dwy	-17	-76	76	26	1	-278	330	-43
63	Canoga Ave and Trillium Dwy (Pvt)	-75	-37	94	-63	-73	-16	-101	111
64	De Soto Ave and Warner Center Lane (Pvt)/Serrani	-11	-16	53	26	10	0	14	27
65	Canoga Ave and Warner Ranch Rd (Pvt)	76	-4	-82	-26	-81	-108	79	74
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	-165	7	-234	-101	-67	0	-70	-355
67	Owensmouth Ave and Promenade Dwy (Pvt)	19	-11	17	3	63	26	-64	3
68	Owensmouth Ave and West Valley Way (Pvt)	-47	27	-11	33	43	116	-20	-139
69	Canoga Ave and Busway	-899	0	-500	0	-500	0	-899	0
70	AMC Dwy and Oxnard St	-70	7	-15	138	-52	8	-104	208
71	Eton Ave and Vanowen St	0	-87	0	146	0	137	8	-87
72	Independence Ave and Vanowen St	0	159	-29	-24	0	-52	178	-18
73	Variel Ave and Kittridge St	169	4	-60	8	-60	0	182	0
74	Variel Ave and Oxnard St	-7	-6	-15	15	1	18	-48	16
75	Variel Ave and Califa St	4	-47	0	-4	3	-15	0	-36
76	Warner Center Lane and Burbank Blvd	-41	54	0	33	-101	-5	0	153

APPENDIX G.4 - VOLUME DEVELOPMENT

2008-2035 NO PROJECT AM MODEL GROWTH

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	5	1	-4	0	0	-1	5	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	-14	0	-21	0	-21	0	-14
79	Owensmouth Ave and Marylee St	191	14	-101	71	-34	66	-12	156
80	Topanga Canyon Blvd and Marylee St	46	61	-114	-30	-121	116	-24	-8
81	Topanga Canyon Blvd and Calvert St	-7	16	-152	39	-40	-68	-3	6
82	Topanga Canyon Blvd and Bassett St	-18	0	5	0	5	0	-19	1
83	Randi Ave and Victory Blvd	11	3	-6	-8	2	-16	1	12
84	Glade Ave and Erwin St	-37	-24	2	-38	-73	-50	5	20
85	Randi Ave/Nevada Ave and Erwin St	0	26	15	-50	0	-33	3	20
86	Topanga Canyon Blvd and Clarendon St	-1146	0	-1644	0	-1644	0	-1146	0
87	Jordan Ave and Sherman Way	69	59	-31	5	48	46	-40	48
88	Remmet Ave and Sherman Way	-287	-102	-42	34	-281	-162	55	-8
89	Variel Ave and Sherman Way	-44	92	0	-14	-23	9	-15	63
90	Owensmouth Ave and Gault St	-14	-1	10	-4	10	-2	-16	-1
91	Owensmouth Ave and Hart St	-16	-1	10	20	10	0	2	1
92	De Soto Ave and Hart St	247	-55	-18	0	24	-41	191	0
93	Mason Ave and Vanowen St	-14	95	23	-15	-30	9	18	92
94	Don Pio Dr and Ventura Blvd	0	12	11	-6	0	-4	-3	23
95	Owensmouth Ave and Satcoy St	17	39	4	-10	17	-2	-7	43
96	Canoga Ave and Satcoy St	8	86	37	-14	17	32	68	-2
97	Variel Ave and Satcoy St	0	95	15	26	0	23	2	111
98	De Soto Ave and Satcoy St	57	39	-16	23	21	-47	36	95
99	Shoup Ave and Valerio St	-1	7	2	0	-13	-2	24	0
100	Topanga Canyon Blvd and Valerio St	-2	0	2	0	2	0	-2	0
101	Canoga Ave and Valerio St	68	-53	-4	12	37	-29	25	-9
102	Lurline Ave and Sherman Way	4	171	0	42	-9	47	0	180
103	Mason Ave and Sherman Way	-341	549	-26	47	-149	219	-14	171
104	Owensmouth Ave and Wyandotte St	-7	2	5	13	4	14	-7	2
105	Sale Ave and Vanowen St	0	10	0	-4	0	-4	0	10
106	Winnetka Ave and Vanowen St	10	84	3	-12	26	6	-4	58
107	Sale Ave and Victory Blvd	0	10	0	-21	5	-27	0	12
108	Winnetka Ave and Victory Blvd	-8	113	100	-16	3	-11	-5	202
109	Winnetka Ave and Busway	-4	0	3	0	3	0	-8	3
110	Fallbrook Ave and Oxnard St	11	9	-8	-14	-7	-16	-8	30
111	Winnetka Ave and Calvert St	-5	-23	-174	-41	100	-2	-44	-297
112	Winnetka Ave and Oxnard St	-44	-115	20	21	-174	21	4	31
113	Fallbrook Ave and Burbank Blvd	-8	40	1	-19	-8	-29	2	46
114	Winnetka Ave and Hatteras St	4	0	18	0	20	-2	3	0
115	Winnetka Ave and Clark St	3	0	21	0	18	0	3	4
116	Winnetka Ave and 101 Ventura Fwy WB	3	0	33	0	21	0	10	6
117	Winnetka Ave and 101 Ventura Fwy EB	10	0	-1	-10	33	-11	-21	0
118	Winnetka Ave and Ventura Blvd	-21	95	129	-98	-1	-15	229	-109
119	Sale Ave and Ventura Blvd	0	-308	0	-633	0	-633	0	-308
120	Topanga Canyon Blvd and Mulholland Dr	-44	-4	45	33	49	15	-49	15
121	Fallbrook Ave and Ventura Blvd	8	36	-10	-2	3	-6	29	5
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	3	5	-47	8	-22	-2	-3	-3
123	Tampa Ave and Ventura Blvd	31	49	10	-60	-12	-21	28	34
124	Tampa Ave and 101 Ventura Fwy EB	26	0	-12	-27	-44	0	31	0
125	Tampa Ave and 101 Ventura Fwy WB	46	-34	-44	0	-32	0	26	-26
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	0	80	3	-21	-9	-17	40	49
127	Topham St/Busway and Victory Blvd	0	80	33	-11	0	2	-13	113
128	Corbin Ave and Victory Blvd	59	65	47	2	51	-11	54	80
129	Tampa Ave and Victory Blvd	15	88	-8	16	17	3	10	83
130	Burbank Blvd and Ventura Blvd	19	50	-9	-17	-10	1	2	50
131	Reseda Blvd and Burbank Blvd	-66	24	48	-10	-35	-23	34	19
132	Reseda Blvd and 101 Ventura Fwy EB	12	0	-35	-5	41	0	-66	0
133	Reseda Blvd and 101 Ventura Fwy WB	12	-7	41	0	34	0	12	0
134	101 Ventura Fwy EB and Burbank Blvd	0	30	0	-23	0	-10	-7	24
135	Canoga Ave and Nordhoff St	9	77	-3	9	24	-6	38	36
136	De Soto Ave and Nordhoff St	1	54	0	-6	-6	-15	-7	77
137	Topanga Canyon Blvd and Parthenia St	-141	213	-48	0	-99	103	22	0
138	Canoga Ave and Parthenia St	38	64	29	33	-3	62	21	85
139	De Soto Ave and Parthenia St	12	27	-14	27	9	-9	25	26
140	Fallbrook Ave and Roscoe Blvd	-5	64	9	-22	-18	1	26	36
141	Shoup Ave and Roscoe Blvd	3	70	13	1	10	17	-3	64
142	Canoga Ave and Roscoe Blvd	51	47	-123	8	54	7	-94	23
143	De Soto Ave and Roscoe Blvd	-164	31	2	143	-163	-29	43	162
144	Mason Ave and Roscoe Blvd	43	53	44	-29	46	10	23	31
145	Winnetka Ave and Roscoe Blvd	32	74	32	10	5	26	65	53
146	Fallbrook Ave and Satcoy St	35	27	31	-1	9	9	46	26
147	Shoup Ave and Satcoy St	-8	35	-13	9	-1	-11	-1	34
148	Mason Ave and Satcoy St	15	83	18	-19	30	-34	50	53
149	Winnetka Ave and Satcoy St	54	81	14	-38	11	-18	43	75
150	Fallbrook Av and Sherman Way	25	42	40	-11	26	18	18	33
151	Winnetka Ave and Sherman Way	-173	362	29	43	-147	232	18	158
152	Woodlake Ave and Burbank Blvd	8	46	-14	-27	8	-19	5	19

APPENDIX G.4 - VOLUME DEVELOPMENT

ADJUSTED 2035 NO PROJECT (EXISTING COUNTS + MODEL GROWTH)									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1692	885	1013	967	983	1079	1619	816
2	Canoga Ave and Vanowen St	1079	1049	894	1124	1055	1195	1267	774
3	De Soto Ave and Vanowen St	1666	1443	1010	1103	1046	1181	1529	1417
4	Topanga Canyon Blvd and Victory Blvd	1562	973	1098	1139	997	1378	1687	875
5	Canoga Ave and Victory Blvd	1325	1268	986	1200	924	1161	1477	1158
6	De Soto Ave and Victory Blvd	1531	1888	994	1131	1045	1192	1851	1539
7	Topanga Canyon Blvd and Erwin St	1654	236	1275	508	1124	702	1702	214
8	Owensmouth Ave and Erwin St	864	365	494	676	548	648	796	385
9	Canoga Ave and Erwin St	1446	308	1203	437	1255	377	1413	401
10	Variel Ave and Erwin St	439	371	227	309	300	309	342	404
11	De Soto Ave and Erwin St	2349	51	1534	177	1464	32	2323	353
12	Topanga Canyon Blvd and Oxnard St	1647	392	1416	802	1289	802	1813	391
13	Canoga Ave and Oxnard St	1363	569	1352	601	1313	567	1370	619
14	De Soto Ave and Oxnard St	2398	712	1498	273	1499	215	2434	776
15	Topanga Canyon Blvd and Califa St	1954	26	1717	0	1546	272	1838	0
16	Owensmouth Ave and Califa St	534	160	508	284	498	358	563	94
17	Canoga Ave and Califa St	1529	153	1705	239	1500	277	1335	428
18	De Soto Ave and Califa St	2385	0	1713	47	1494	0	2283	410
19	101 Ventura Fwy WB and Burbank Blvd	0	1215	0	785	0	648	1067	285
20	Topanga Canyon Blvd and Burbank Blvd	1822	600	2236	695	1503	1117	1556	1159
21	Owensmouth Ave and Burbank Blvd	489	666	173	1009	419	916	252	704
22	Canoga Ave and Burbank Blvd	1329	406	1941	871	1989	791	1240	663
23	De Soto Ave and Burbank Blvd (N)	2081	0	1762	272	1690	0	1608	893
24	Canoga Ave and 101 Ventura Fwy WB	1059	1211	946	0	1947	0	1250	0
25	De Soto Ave 101 Ventura Fwy WB	1612	774	1553	0	2005	0	1275	735
26	Canoga Ave and 101 Ventura Fwy EB	1182	0	1169	0	946	613	789	0
27	De Soto Ave and 101 Ventura Fwy EB	1327	0	880	1107	1474	1077	818	0
28	Topanga Canyon Blvd and Nordhoff St	2802	425	1577	237	2661	606	2030	223
29	Topanga Canyon Blvd and Roscoe Blvd	2197	1366	1223	1582	1586	1247	1642	1978
30	Topanga Canyon Blvd and Satcoy St	1853	841	1155	1008	1102	1081	1789	915
31	Shoup Ave and Sherman Way	1250	1037	997	1271	920	1075	1423	1136
32	Topanga Canyon Blvd and Sherman Way	2089	1601	1190	1164	1240	1072	2315	1448
33	Owensmouth Ave and Sherman Way	768	1450	272	1002	222	1020	986	1279
34	Canoga Ave and Sherman Way	1245	1711	877	1108	948	1122	1317	1596
35	De Soto Ave and Sherman Way	1773	1531	1050	1241	1080	1290	1752	1403
36	Fallbrook Ave and Vanowen St	1467	796	1094	1003	1184	917	1502	799
37	Shoup Ave and Vanowen St	1370	850	915	978	990	877	1360	845
38	Owensmouth Ave and Vanowen St	1147	1235	284	1017	309	1074	1246	1100
39	Variel Ave and Vanowen St	45	1362	78	1023	35	923	262	1352
40	Topanga Canyon Blvd and Kittridge St	1657	50	992	51	995	73	1650	33
41	Woodlake Ave and Victory Blvd	642	711	224	1292	320	1386	308	691
42	Fallbrook Ave and Victory Blvd	1794	852	1097	1283	1344	1169	1642	879
43	Shoup Ave and Victory Blvd	1449	896	862	1275	870	1088	1611	886
44	Westfield Way (Pvt) and Victory Blvd	22	1026	27	1310	34	1270	60	1048
45	Owensmouth Ave and Victory Blvd	1179	1095	348	1388	328	1417	1250	1050
46	Variel Ave and Victory Blvd	0	1815	165	1383	0	1229	514	1541
47	Mason Ave and Victory Blvd	1474	1969	187	2165	439	2133	677	2658
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	1155	0	309	6	298	0	1142	49
49	Shoup Ave and Erwin St	1424	191	872	34	902	289	1337	12
50	Shoup Ave and Oxnard St	1234	1442	877	781	971	831	1098	1468
51	Owensmouth Ave and Oxnard St	829	531	442	841	493	664	980	434
52	Shoup Ave and Burbank Blvd	873	252	679	477	750	549	734	291
53	Shoup Ave and Ventura Blvd	1078	1230	580	1134	716	1702	302	1187
54	101 Ventura Fwy EB and Ventura Blvd	0	1120	1488	1805	952	2435	4	1074
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	1513	415	1806	536	2222	0	2103	0
56	Topanga Canyon Blvd and Ventura Blvd	1148	1037	1702	1923	2106	1538	1252	871
57	Canoga Ave and Ventura Blvd	750	1278	644	1943	1166	1540	425	1327
58	De Soto Ave/Serrania Ave and Ventura Blvd	1257	1745	506	1506	888	2036	329	1760
59	Topanga Canyon Blvd and Martinez St	1439	23	1228	150	1233	23	1444	25
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1619	4	874	17	844	25	1584	65
61	De Soto Ave and Kittridge St	1843	157	1080	219	970	57	1940	341
62	Topanga Canyon Blvd and Village Dwy	1632	5	1041	26	962	15	1893	0
63	Canoga Ave and Trillium Dwy (Pvt)	1635	53	1345	0	989	574	1427	111
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania	2317	30	1858	39	1717	152	2101	161
65	Canoga Ave and Warner Ranch Rd (Pvt)	1324	42	2008	19	1881	449	1069	81
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1662	322	1910	92	1853	221	1662	255
67	Owensmouth Ave and Promenade Dwy (Pvt)	831	3	433	28	412	104	792	71
68	Owensmouth Ave and West Valley Way (Pvt)	1208	27	371	40	351	116	967	300
69	Canoga Ave and Busway	1429	18	933	0	919	18	1443	0
70	AMC Dwy and Oxnard St	23	407	82	1039	68	830	164	565
71	Eton Ave and Vanowen St	8	1441	25	1034	22	982	71	1432
72	Independence Ave and Vanowen St	77	1521	87	907	31	949	289	1393
73	Variel Ave and Kittridge St	200	104	42	81	105	92	205	33
74	Variel Ave and Oxnard St	288	762	80	451	232	387	226	721
75	Variel Ave and Califa St	138	285	8	83	134	65	23	292
76	Warner Center Lane and Burbank Blvd	67	576	0	653	144	539	0	703

APPENDIX G.4 - VOLUME DEVELOPMENT

ADJUSTED 2035 NO PROJECT (EXISTING COUNTS + MODEL GROWTH)									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	1550	154	2125	0	2148	144	1543	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	28	495	0	745	328	638	0	303
79	Owensmouth Ave and Marylee St	565	36	457	173	503	78	426	189
80	Topanga Canyon Blvd and Marylee St	1837	85	1720	0	1719	179	1824	0
81	Topanga Canyon Blvd and Calvert St	1813	27	1396	114	1322	35	1825	118
82	Topanga Canyon Blvd and Bassett St	1790	0	1291	138	1362	0	1757	95
83	Randi Ave and Victory Blvd	44	709	109	1263	34	1276	76	737
84	Glade Ave and Erwin St	93	171	89	449	65	509	75	170
85	Randi Ave/Nevada Ave and Erwin St	120	182	81	347	48	407	69	187
86	Topanga Canyon Blvd and Clarendon St	1501	125	2016	585	2593	203	1260	170
87	Jordan Ave and Sherman Way	161	1302	173	1028	178	1061	94	1337
88	Remmet Ave and Sherman Way	50	1377	74	999	47	1029	184	1295
89	Variel Ave and Sherman Way	199	1509	216	989	174	969	175	1534
90	Owensmouth Ave and Gault St	829	89	262	69	273	49	887	41
91	Owensmouth Ave and Hart St	839	89	273	169	264	43	899	113
92	De Soto Ave and Hart St	1831	137	1195	140	1181	63	1867	109
93	Mason Ave and Vanowen St	1137	1353	418	1085	572	995	1141	1222
94	Don Pio Dr and Ventura Blvd	108	926	124	1623	96	1718	101	874
95	Owensmouth Ave and Satcoy St	471	1332	240	1202	274	1211	592	1191
96	Canoga Ave and Satcoy St	1292	1454	873	1215	918	1111	1481	1314
97	Variel Ave and Satcoy St	178	1421	154	1029	104	1035	103	1537
98	De Soto Ave and Satcoy St	1571	1550	1047	1185	959	1222	1558	1654
99	Shoup Ave and Valerio St	1086	93	832	104	842	60	1171	48
100	Topanga Canyon Blvd and Valerio St	1595	235	1285	106	1344	158	1579	138
101	Canoga Ave and Valerio St	1456	421	812	150	901	158	1451	280
102	Lurline Ave and Sherman Way	147	1647	87	1005	99	1097	85	1619
103	Mason Ave and Sherman Way	1399	2028	633	1066	716	1224	1289	1689
104	Owensmouth Ave and Wyandotte St	655	27	217	116	209	39	702	66
105	Sale Ave and Vanowen St	42	710	122	841	23	930	97	666
106	Winnetka Ave and Vanowen St	1445	1394	920	1067	896	1106	1493	1340
107	Sale Ave and Victory Blvd	76	761	45	1029	117	1025	39	734
108	Winnetka Ave and Victory Blvd	1566	2197	1201	1605	920	1724	1647	2277
109	Winnetka Ave and Busway	1517	14	891	19	891	19	1517	16
110	Fallbrook Ave and Oxnard St	1739	336	1222	305	1228	539	1724	197
111	Winnetka Ave and Calvert St	1584	144	1226	106	1177	0	1456	483
112	Winnetka Ave and Oxnard St	1423	325	1195	502	1296	364	1204	578
113	Fallbrook Ave and Burbank Blvd	1785	356	1066	636	1270	512	1524	519
114	Winnetka Ave and Hatteras St	1152	59	1160	23	1153	50	1170	22
115	Winnetka Ave and Clark St	1213	0	1221	254	1226	3	1385	65
116	Winnetka Ave and 101 Ventura Fwy WB	1335	770	891	0	1222	0	1141	604
117	Winnetka Ave and 101 Ventura Fwy EB	1076	0	671	709	915	528	1044	0
118	Winnetka Ave and Ventura Blvd	1075	1203	531	1683	704	1827	789	1214
119	Sale Ave and Ventura Blvd	45	1208	24	1146	42	1147	63	1171
120	Topanga Canyon Blvd and Mullholland Dr	1541	181	605	925	1185	105	1086	852
121	Fallbrook Ave and Ventura Blvd	1413	1069	800	476	1044	1043	503	1152
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	339	1056	135	447	194	433	792	617
123	Tampa Ave and Ventura Blvd	1015	1324	205	1971	484	2457	236	1348
124	Tampa Ave and 101 Ventura Fwy EB	873	0	485	499	843	0	1014	0
125	Tampa Ave and 101 Ventura Fwy WB	1351	559	844	0	985	0	874	893
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	0	1426	498	2411	684	2127	202	1344
127	Topham St/Busway and Victory Blvd	19	1877	397	1710	16	1190	506	2246
128	Corbin Ave and Victory Blvd	1241	1841	764	1196	804	1425	1023	1858
129	Tampa Ave and Victory Blvd	1538	1643	921	1547	856	1774	1230	1747
130	Burbank Blvd and Ventura Blvd	504	846	373	1768	336	1548	350	1170
131	Reseda Blvd and Burbank Blvd	1871	893	823	550	834	1413	1219	646
132	Reseda Blvd and 101 Ventura Fwy EB	1507	0	785	459	952	0	1851	0
133	Reseda Blvd and 101 Ventura Fwy WB	1678	814	944	0	911	0	1541	983
134	101 Ventura Fwy EB and Burbank Blvd	0	1024	0	1571	0	669	902	1018
135	Canoga Ave and Nordhoff St	736	985	982	755	777	1134	912	644
136	De Soto Ave and Nordhoff St	2319	1052	1546	1029	1687	978	1954	1429
137	Topanga Canyon Blvd and Parthenia St	1895	838	1897	0	1626	492	2290	51
138	Canoga Ave and Parthenia St	886	1284	932	640	967	776	1208	833
139	De Soto Ave and Parthenia St	1695	1302	1428	837	1505	828	1655	1244
140	Fallbrook Ave and Roscoe Blvd	289	1462	753	931	530	1116	849	904
141	Shoup Ave and Roscoe Blvd	327	1676	669	1164	186	1499	763	1422
142	Canoga Ave and Roscoe Blvd	1313	1249	811	1079	905	1057	1340	1148
143	De Soto Ave and Roscoe Blvd	1542	1011	899	1003	1205	662	1436	1194
144	Mason Ave and Roscoe Blvd	1366	1177	988	1146	1096	1059	1256	1191
145	Winnetka Ave and Roscoe Blvd	1254	1166	1128	1033	1101	1097	1273	1111
146	Fallbrook Ave and Satcoy St	935	599	855	791	739	641	1235	531
147	Shoup Ave and Satcoy St	842	842	746	644	750	601	1082	663
148	Mason Ave and Satcoy St	1465	1240	776	1190	877	1123	1437	1249
149	Winnetka Ave and Satcoy St	1340	1207	1014	1139	999	1190	1279	1214
150	Fallbrook Av and Sherman Way	1361	924	1067	1098	953	1036	1431	975
151	Winnetka Ave and Sherman Way	1453	1830	949	1200	1034	1362	1471	1522
152	Woodlake Ave and Burbank Blvd	337	537	246	597	245	623	290	528

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT AM FINAL FUTURE LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	1,013	1,619	1,692	983	967	816	885	1,079
2	Canoga Ave and Vanowen St	894	1,267	1,079	1,055	1,124	774	1,049	1,195
3	De Soto Ave and Vanowen St	1,010	1,529	1,666	1,046	1,103	1,417	1,443	1,181
4	Topanga Canyon Blvd and Victory Blvd	1,098	1,687	1,562	997	1,139	875	973	1,378
5	Canoga Ave and Victory Blvd	986	1,477	1,325	924	1,200	1,158	1,268	1,161
6	De Soto Ave and Victory Blvd	994	1,851	1,531	1,045	1,131	1,539	1,888	1,192
7	Topanga Canyon Blvd and Erwin St	1,275	1,702	1,654	1,124	508	214	236	702
8	Owensmouth Ave and Erwin St	494	796	864	548	676	385	365	648
9	Canoga Ave and Erwin St	1,203	1,413	1,446	1,255	437	401	308	377
10	Variel Ave and Erwin St	227	342	439	300	309	404	371	309
11	De Soto Ave and Erwin St	1,534	2,323	2,349	1,464	177	353	51	32
12	Topanga Canyon Blvd and Oxnard St	1,416	1,813	1,647	1,289	802	391	392	802
13	Canoga Ave and Oxnard St	1,352	1,370	1,363	1,313	601	619	569	567
14	De Soto Ave and Oxnard St	1,498	2,434	2,398	1,499	273	776	712	215
15	Topanga Canyon Blvd and Califa St	1,717	1,838	1,954	1,546	0	0	26	272
16	Owensmouth Ave and Califa St	508	563	534	498	284	94	160	358
17	Canoga Ave and Califa St	1,705	1,335	1,529	1,500	239	428	153	277
18	De Soto Ave and Califa St	1,713	2,283	2,385	1,494	47	410	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,067	0	0	785	285	1,215	648
20	Topanga Canyon Blvd and Burbank Blvd	2,236	1,556	1,822	1,503	695	1,159	600	1,117
21	Owensmouth Ave and Burbank Blvd	173	252	489	419	1,009	704	666	916
22	Canoga Ave and Burbank Blvd	1,941	1,240	1,329	1,989	871	663	406	791
23	De Soto Ave and Burbank Blvd (N)	1,762	1,608	2,081	1,690	272	893	0	0
24	Canoga Ave and 101 Ventura Fwy WB	946	1,250	1,059	1,947	0	0	1,211	0
25	De Soto Ave 101 Ventura Fwy WB	1,553	1,275	1,612	2,005	0	735	774	0
26	Canoga Ave and 101 Ventura Fwy EB	1,169	789	1,182	946	0	0	0	613
27	De Soto Ave and 101 Ventura Fwy EB	880	818	1,327	1,474	1,107	0	0	1,077
28	Topanga Canyon Blvd and Nordhoff St	1,577	2,030	2,802	2,661	237	223	425	606
29	Topanga Canyon Blvd and Roscoe Blvd	1,223	1,642	2,197	1,586	1,582	1,978	1,366	1,247
30	Topanga Canyon Blvd and Satcoy St	1,155	1,789	1,853	1,102	1,008	915	841	1,081
31	Shoup Ave and Sherman Way	997	1,423	1,250	920	1,271	1,136	1,037	1,075
32	Topanga Canyon Blvd and Sherman Way	1,190	2,315	2,089	1,240	1,164	1,448	1,601	1,072
33	Owensmouth Ave and Sherman Way	272	986	768	222	1,002	1,279	1,450	1,020
34	Canoga Ave and Sherman Way	877	1,317	1,245	948	1,108	1,596	1,711	1,122
35	De Soto Ave and Sherman Way	1,050	1,752	1,773	1,080	1,241	1,403	1,531	1,290
36	Fallbrook Ave and Vanowen St	1,094	1,502	1,467	1,184	1,003	799	796	917
37	Shoup Ave and Vanowen St	915	1,360	1,370	990	978	845	850	877
38	Owensmouth Ave and Vanowen St	284	1,246	1,147	309	1,017	1,100	1,235	1,074
39	Variel Ave and Vanowen St	78	262	45	35	1,023	1,352	1,362	923
40	Topanga Canyon Blvd and Kittridge St	992	1,650	1,657	995	51	33	50	73
41	Woodlake Ave and Victory Blvd	224	308	642	320	1,292	691	711	1,386
42	Fallbrook Ave and Victory Blvd	1,097	1,642	1,794	1,344	1,283	879	852	1,169
43	Shoup Ave and Victory Blvd	862	1,611	1,449	870	1,275	886	896	1,088
44	Westfield Way (Pvt) and Victory Blvd	27	60	22	34	1,310	1,048	1,026	1,270
45	Owensmouth Ave and Victory Blvd	348	1,250	1,179	328	1,388	1,050	1,095	1,417
46	Variel Ave and Victory Blvd	165	514	0	0	1,383	1,541	1,815	1,229
47	Mason Ave and Victory Blvd	187	677	1,474	439	2,165	2,658	1,969	2,133
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	309	1,142	1,155	298	6	49	0	0
49	Shoup Ave and Erwin St	872	1,337	1,424	902	34	12	191	289
50	Shoup Ave and Oxnard St	877	1,098	1,234	971	781	1,468	1,442	831
51	Owensmouth Ave and Oxnard St	442	980	829	493	841	434	531	664
52	Shoup Ave and Burbank Blvd	679	734	873	750	477	291	252	549
53	Shoup Ave and Ventura Blvd	580	302	1,078	716	1,134	1,187	1,230	1,702
54	101 Ventura Fwy EB and Ventura Blvd	1,488	4	0	952	1,805	1,074	1,120	2,435
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	1,806	2,103	1,513	2,222	536	0	415	0
56	Topanga Canyon Blvd and Ventura Blvd	1,702	1,252	1,148	2,106	1,923	871	1,037	1,538
57	Canoga Ave and Ventura Blvd	644	425	750	1,166	1,943	1,327	1,278	1,540
58	De Soto Ave/Serrania Ave and Ventura Blvd	506	329	1,257	888	1,506	1,760	1,745	2,036
59	Topanga Canyon Blvd and Martinez St	1,228	1,444	1,439	1,233	150	25	23	23
60	Canoga Ave and Rocketdyne Dwy (Pvt)	874	1,584	1,619	844	17	65	4	25
61	De Soto Ave and Kittridge St	1,080	1,940	1,843	970	219	341	157	57
62	Topanga Canyon Blvd and Village Dwy	1,041	1,893	1,632	962	26	0	5	15
63	Canoga Ave and Trillium Dwy (Pvt)	1,345	1,427	1,635	989	0	111	53	574
64	De Soto Ave and Warner Center Lane (Pvt)/Serrani	1,858	2,101	2,317	1,717	39	161	30	152
65	Canoga Ave and Warner Ranch Rd (Pvt)	2,008	1,069	1,324	1,881	19	81	42	449
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1,910	1,662	1,662	1,853	92	255	322	221
67	Owensmouth Ave and Promenade Dwy (Pvt)	433	792	831	412	28	71	3	104
68	Owensmouth Ave and West Valley Way (Pvt)	371	967	1,208	351	40	300	27	116
69	Canoga Ave and Busway	933	1,443	1,429	919	0	0	18	18
70	AMC Dwy and Oxnard St	82	164	23	68	1,039	565	407	830
71	Eton Ave and Vanowen St	25	71	8	22	1,034	1,432	1,441	982
72	Independence Ave and Vanowen St	87	289	77	31	907	1,393	1,521	949
73	Variel Ave and Kittridge St	42	205	200	105	81	33	104	92
74	Variel Ave and Oxnard St	80	226	288	232	451	721	762	387
75	Variel Ave and Califa St	8	23	138	134	83	292	285	65
76	Warner Center Lane and Burbank Blvd	0	0	67	144	653	703	576	539

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT AM FINAL FUTURE LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
77	De Soto Ave and Clark St	2,125	1,543	1,550	2,148	0	0	154	144
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	28	328	745	303	495	638
79	Owensmouth Ave and Marylee St	457	426	565	503	173	189	36	78
80	Topanga Canyon Blvd and Marylee St	1,720	1,824	1,837	1,719	0	0	85	179
81	Topanga Canyon Blvd and Calvert St	1,396	1,825	1,813	1,322	114	118	27	35
82	Topanga Canyon Blvd and Bassett St	1,291	1,757	1,790	1,362	138	95	0	0
83	Randi Ave and Victory Blvd	109	76	44	34	1,263	737	709	1,276
84	Glade Ave and Erwin St	89	75	93	65	449	170	171	509
85	Randi Ave/Nevada Ave and Erwin St	81	69	120	48	347	187	182	407
86	Topanga Canyon Blvd and Clarendon St	2,016	1,260	1,501	2,593	585	170	125	203
87	Jordan Ave and Sherman Way	173	94	161	178	1,028	1,337	1,302	1,061
88	Remmet Ave and Sherman Way	74	184	50	47	999	1,295	1,377	1,029
89	Variel Ave and Sherman Way	216	175	199	174	989	1,534	1,509	969
90	Owensmouth Ave and Gault St	262	887	829	273	69	41	89	49
91	Owensmouth Ave and Hart St	273	899	839	264	169	113	89	43
92	De Soto Ave and Hart St	1,195	1,867	1,831	1,181	140	109	137	63
93	Mason Ave and Vanowen St	418	1,141	1,137	572	1,085	1,222	1,353	995
94	Don Pio Dr and Ventura Blvd	124	101	108	96	1,623	874	926	1,718
95	Owensmouth Ave and Satcoy St	240	592	471	274	1,202	1,191	1,332	1,211
96	Canoga Ave and Satcoy St	873	1,481	1,292	918	1,215	1,314	1,454	1,111
97	Variel Ave and Satcoy St	154	103	178	104	1,029	1,537	1,421	1,035
98	De Soto Ave and Satcoy St	1,047	1,558	1,571	959	1,185	1,654	1,550	1,222
99	Shoup Ave and Valerio St	832	1,171	1,086	842	104	48	93	60
100	Topanga Canyon Blvd and Valerio St	1,285	1,579	1,595	1,344	106	138	235	158
101	Canoga Ave and Valerio St	812	1,451	1,456	901	150	280	421	158
102	Lurline Ave and Sherman Way	87	85	147	99	1,005	1,619	1,647	1,097
103	Mason Ave and Sherman Way	633	1,289	1,399	716	1,066	1,689	2,028	1,224
104	Owensmouth Ave and Wyandotte St	217	702	655	209	116	66	27	39
105	Sale Ave and Vanowen St	122	97	42	23	841	666	710	930
106	Winnetka Ave and Vanowen St	920	1,493	1,445	896	1,067	1,340	1,394	1,106
107	Sale Ave and Victory Blvd	45	39	76	117	1,029	734	761	1,025
108	Winnetka Ave and Victory Blvd	1,201	1,647	1,566	920	1,605	2,277	2,197	1,724
109	Winnetka Ave and Busway	891	1,517	1,517	891	19	16	14	19
110	Fallbrook Ave and Oxnard St	1,222	1,724	1,739	1,228	305	197	336	539
111	Winnetka Ave and Calvert St	1,226	1,456	1,584	1,177	106	483	144	0
112	Winnetka Ave and Oxnard St	1,195	1,204	1,423	1,296	502	578	325	364
113	Fallbrook Ave and Burbank Blvd	1,066	1,524	1,785	1,270	636	519	356	512
114	Winnetka Ave and Hatteras St	1,160	1,170	1,152	1,153	23	22	59	50
115	Winnetka Ave and Clark St	1,221	1,385	1,213	1,226	254	65	0	3
116	Winnetka Ave and 101 Ventura Fwy WB	891	1,141	1,335	1,222	0	604	770	0
117	Winnetka Ave and 101 Ventura Fwy EB	671	1,044	1,076	915	709	0	0	528
118	Winnetka Ave and Ventura Blvd	531	789	1,075	704	1,683	1,214	1,203	1,827
119	Sale Ave and Ventura Blvd	24	63	45	42	1,146	1,171	1,208	1,147
120	Topanga Canyon Blvd and Mullholland Dr	605	1,086	1,541	1,185	925	852	181	105
121	Fallbrook Ave and Ventura Blvd	800	503	1,413	1,044	476	1,152	1,069	1,043
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	135	792	339	194	447	617	1,056	433
123	Tampa Ave and Ventura Blvd	205	236	1,015	484	1,971	1,348	1,324	2,457
124	Tampa Ave and 101 Ventura Fwy EB	485	1,014	873	843	499	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	844	874	1,351	985	0	893	559	0
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	498	202	0	684	2,411	1,344	1,426	2,127
127	Topham St/Busway and Victory Blvd	397	506	19	16	1,710	2,246	1,877	1,190
128	Corbin Ave and Victory Blvd	764	1,023	1,241	804	1,196	1,858	1,841	1,425
129	Tampa Ave and Victory Blvd	921	1,230	1,538	856	1,547	1,747	1,643	1,774
130	Burbank Blvd and Ventura Blvd	373	350	504	336	1,768	1,170	846	1,548
131	Reseda Blvd and Burbank Blvd	823	1,219	1,871	834	550	646	893	1,413
132	Reseda Blvd and 101 Ventura Fwy EB	785	1,851	1,507	952	459	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	944	1,541	1,678	911	0	983	814	0
134	101 Ventura Fwy EB and Burbank Blvd	0	902	0	0	1,571	1,018	1,024	669
135	Canoga Ave and Nordhoff St	982	912	736	777	755	644	985	1,134
136	De Soto Ave and Nordhoff St	1,546	1,954	2,319	1,687	1,029	1,429	1,052	978
137	Topanga Canyon Blvd and Parthenia St	1,897	2,290	1,895	1,626	0	51	838	492
138	Canoga Ave and Parthenia St	932	1,208	886	967	640	833	1,284	776
139	De Soto Ave and Parthenia St	1,428	1,655	1,695	1,505	837	1,244	1,302	828
140	Fallbrook Ave and Roscoe Blvd	753	849	289	530	931	904	1,462	1,116
141	Shoup Ave and Roscoe Blvd	669	763	327	186	1,164	1,422	1,676	1,499
142	Canoga Ave and Roscoe Blvd	811	1,340	1,313	905	1,079	1,148	1,249	1,057
143	De Soto Ave and Roscoe Blvd	899	1,436	1,542	1,205	1,003	1,194	1,011	662
144	Mason Ave and Roscoe Blvd	988	1,256	1,366	1,096	1,146	1,191	1,177	1,059
145	Winnetka Ave and Roscoe Blvd	1,128	1,273	1,254	1,101	1,033	1,111	1,166	1,097
146	Fallbrook Ave and Satcoy St	855	1,235	935	739	791	531	599	641
147	Shoup Ave and Satcoy St	746	1,082	842	750	644	663	842	601
148	Mason Ave and Satcoy St	776	1,437	1,465	877	1,190	1,249	1,240	1,123
149	Winnetka Ave and Satcoy St	1,014	1,279	1,340	999	1,139	1,214	1,207	1,190
150	Fallbrook Av and Sherman Way	1,067	1,431	1,361	953	1,098	975	924	1,036
151	Winnetka Ave and Sherman Way	949	1,471	1,453	1,034	1,200	1,522	1,830	1,362
152	Woodlake Ave and Burbank Blvd	246	290	337	245	597	528	537	623

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT AM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
1	Topanga Canyon Blvd and Vanowen St	1,013	1,619	1,692	983	967	816	885	1,079
2	Canoga Ave and Vanowen St	894	1,267	1,079	1,055	1,124	774	1,049	1,195
3	De Soto Ave and Vanowen St	1,010	1,529	1,666	1,046	1,103	1,417	1,443	1,181
4	Topanga Canyon Blvd and Victory Blvd	1,098	1,687	1,562	997	1,139	875	973	1,378
5	Canoga Ave and Victory Blvd	986	1,477	1,325	924	1,200	1,158	1,268	1,161
6	De Soto Ave and Victory Blvd	994	1,851	1,531	1,045	1,131	1,539	1,888	1,192
7	Topanga Canyon Blvd and Erwin St	1,275	1,702	1,654	1,124	508	214	236	702
8	Owensmouth Ave and Erwin St	494	796	864	548	676	385	365	648
9	Canoga Ave and Erwin St	1,203	1,413	1,446	1,255	437	401	308	377
10	Variel Ave and Erwin St	227	342	439	300	309	404	371	309
11	De Soto Ave and Erwin St	1,534	2,323	2,349	1,464	177	353	51	32
12	Topanga Canyon Blvd and Oxnard St	1,416	1,813	1,647	1,289	802	391	392	802
13	Canoga Ave and Oxnard St	1,352	1,370	1,363	1,313	601	619	569	567
14	De Soto Ave and Oxnard St	1,498	2,434	2,398	1,499	273	776	712	215
15	Topanga Canyon Blvd and Califa St	1,717	1,838	1,954	1,546	0	0	26	272
16	Owensmouth Ave and Califa St	508	563	534	498	284	94	160	358
17	Canoga Ave and Califa St	1,705	1,335	1,529	1,500	239	428	153	277
18	De Soto Ave and Califa St	1,713	2,283	2,385	1,494	47	410	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,067	0	0	785	285	1,215	648
20	Topanga Canyon Blvd and Burbank Blvd	2,236	1,556	1,822	1,503	695	1,159	600	1,117
21	Owensmouth Ave and Burbank Blvd	173	252	489	419	1,009	704	666	916
22	Canoga Ave and Burbank Blvd	1,941	1,240	1,329	1,989	871	663	406	791
23	De Soto Ave and Burbank Blvd (N)	1,762	1,608	2,081	1,690	272	893	0	0
24	Canoga Ave and 101 Ventura Fwy WB	946	1,250	1,059	1,947	0	0	1,211	0
25	De Soto Ave 101 Ventura Fwy WB	1,553	1,275	1,612	2,005	0	735	774	0
26	Canoga Ave and 101 Ventura Fwy EB	1,169	789	1,182	946	0	0	0	613
27	De Soto Ave and 101 Ventura Fwy EB	880	818	1,327	1,474	1,107	0	0	1,077
28	Topanga Canyon Blvd and Nordhoff St	1,577	2,030	2,802	2,661	237	223	425	606
29	Topanga Canyon Blvd and Roscoe Blvd	1,223	1,642	2,197	1,586	1,582	1,978	1,366	1,247
30	Topanga Canyon Blvd and Saticoy St	1,155	1,789	1,853	1,102	1,008	915	841	1,081
31	Shoup Ave and Sherman Way	997	1,423	1,250	920	1,271	1,136	1,037	1,075
32	Topanga Canyon Blvd and Sherman Way	1,190	2,315	2,089	1,240	1,164	1,448	1,601	1,072
33	Owensmouth Ave and Sherman Way	272	986	768	222	1,002	1,279	1,450	1,020
34	Canoga Ave and Sherman Way	877	1,317	1,245	948	1,108	1,596	1,711	1,122
35	De Soto Ave and Sherman Way	1,050	1,752	1,773	1,080	1,241	1,403	1,531	1,290
36	Fallbrook Ave and Vanowen St	1,321	1,718	1,738	1,397	141	101	10	0
37	Shoup Ave and Vanowen St	915	1,360	1,370	990	978	845	850	877
38	Owensmouth Ave and Vanowen St	284	1,246	1,147	309	1,017	1,100	1,235	1,074
39	Variel Ave and Vanowen St	78	262	45	35	1,023	1,352	1,362	923
40	Topanga Canyon Blvd and Kittridge St	992	1,650	1,657	995	51	33	50	73
41	Woodlake Ave and Victory Blvd	224	308	642	320	1,292	691	711	1,386
42	Fallbrook Ave and Victory Blvd	1,097	1,642	1,794	1,344	1,283	879	852	1,169
43	Shoup Ave and Victory Blvd	862	1,611	1,449	870	1,275	886	896	1,088
44	Westfield Way (Pvt) and Victory Blvd	27	60	22	34	1,310	1,048	1,026	1,270
45	Owensmouth Ave and Victory Blvd	348	1,250	1,179	328	1,388	1,050	1,095	1,417
46	Variel Ave and Victory Blvd	165	514	0	0	1,383	1,541	1,815	1,229
47	Mason Ave and Victory Blvd	187	677	1,474	439	2,165	2,658	1,969	2,133
48	Owensmouth Ave and Canyon Creek Dr (P)	309	1,142	1,155	298	6	49	0	0
49	Shoup Ave and Erwin St	872	1,337	1,424	902	34	12	191	289
50	Shoup Ave and Oxnard St	877	1,098	1,234	971	781	1,468	1,442	831
51	Owensmouth Ave and Oxnard St	442	980	829	493	841	434	531	664
52	Shoup Ave and Burbank Blvd	679	734	873	750	477	291	252	549
53	Shoup Ave and Ventura Blvd	580	302	1,078	716	1,134	1,187	1,230	1,702
54	101 Ventura Fwy EB and Ventura Blvd	1,488	24	0	952	1,805	1,074	1,139	2,435
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp)	1,806	2,103	1,513	2,222	536	0	415	0
56	Topanga Canyon Blvd and Ventura Blvd	1,702	1,252	1,148	2,106	1,923	871	1,037	1,538
57	Canoga Ave and Ventura Blvd	644	425	750	1,166	1,943	1,327	1,278	1,540
58	De Soto Ave/Serrania Ave and Ventura Blvd	506	329	1,257	888	1,506	1,760	1,745	2,036
59	Topanga Canyon Blvd and Martinez St	1,228	1,444	1,439	1,233	150	25	23	23
60	Canoga Ave and Rocketdyne Dwy (Pvt)	874	1,584	1,619	844	17	65	4	25
61	De Soto Ave and Kittridge St	1,080	1,940	1,843	970	219	341	157	57
62	Topanga Canyon Blvd and Village Dwy	1,041	1,893	1,632	962	26	0	5	15

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT AM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
63	Canoga Ave and Trillium Dwy (Pvt)	1,345	1,427	1,635	989	0	111	53	574
64	De Soto Ave and Warner Center Lane (Pvt)	1,858	2,101	2,317	1,717	39	161	30	152
65	Canoga Ave and Warner Ranch Rd (Pvt)	2,008	1,069	1,324	1,881	19	81	42	449
66	De Soto Ave and Burbank Blvd (S)/Kaiser D	1,910	1,662	1,662	1,853	92	255	322	221
67	Owensmouth Ave and Promenade Dwy (Pv	433	792	831	412	28	71	3	104
68	Owensmouth Ave and West Valley Way (Pv	371	967	1,208	351	40	300	27	116
69	Canoga Ave and Busway	933	1,443	1,429	919	0	0	18	18
70	AMC Dwy and Oxnard St	82	164	23	68	1,039	565	407	830
71	Eton Ave and Vanowen St	25	71	8	22	1,034	1,432	1,441	982
72	Independence Ave and Vanowen St	87	289	77	31	907	1,393	1,521	949
73	Variel Ave and Kittridge St	42	205	200	105	81	33	104	92
74	Variel Ave and Oxnard St	80	226	288	232	451	721	762	387
75	Variel Ave and Califa St	8	23	138	134	83	292	285	65
76	Warner Center Lane and Burbank Blvd	0	0	67	144	653	703	576	539
77	De Soto Ave and Clark St	2,125	1,543	1,550	2,148	0	0	154	144
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	28	328	745	303	495	638
79	Owensmouth Ave and Marylee St	457	426	565	503	173	189	36	78
80	Topanga Canyon Blvd and Marylee St	1,720	1,824	1,837	1,719	0	0	85	179
81	Topanga Canyon Blvd and Calvert St	1,396	1,825	1,813	1,322	114	118	27	35
82	Topanga Canyon Blvd and Bassett St	1,291	1,757	1,790	1,362	138	95	0	0
83	Randi Ave and Victory Blvd	109	76	44	34	1,263	737	709	1,276
84	Glade Ave and Erwin St	89	75	93	65	449	170	171	509
85	Randi Ave/Nevada Ave and Erwin St	81	69	120	48	347	187	182	407
86	Topanga Canyon Blvd and Clarendon St	2,016	1,260	1,501	2,593	585	170	125	203
87	Jordan Ave and Sherman Way	173	94	161	178	1,028	1,337	1,302	1,061
88	Remmet Ave and Sherman Way	74	184	50	47	999	1,295	1,377	1,029
89	Variel Ave and Sherman Way	216	175	199	174	989	1,534	1,509	969
90	Owensmouth Ave and Gault St	262	887	829	273	69	41	89	49
91	Owensmouth Ave and Hart St	273	899	839	264	169	113	89	43
92	De Soto Ave and Hart St	1,195	1,867	1,831	1,181	140	109	137	63
93	Mason Ave and Vanowen St	418	1,141	1,137	572	1,085	1,222	1,353	995
94	Don Pio Dr and Ventura Blvd	124	101	108	96	1,623	874	926	1,718
95	Owensmouth Ave and Saticoy St	240	592	471	274	1,202	1,191	1,332	1,211
96	Canoga Ave and Saticoy St	873	1,481	1,292	918	1,215	1,314	1,454	1,111
97	Variel Ave and Saticoy St	154	103	178	104	1,029	1,537	1,421	1,035
98	De Soto Ave and Saticoy St	1,047	1,558	1,571	959	1,185	1,654	1,550	1,222
99	Shoup Ave and Valerio St	832	1,171	1,086	842	104	48	93	60
100	Topanga Canyon Blvd and Valerio St	1,285	1,579	1,595	1,344	106	138	235	158
101	Canoga Ave and Valerio St	812	1,451	1,456	901	150	280	421	158
102	Lurline Ave and Sherman Way	87	85	147	99	1,005	1,619	1,647	1,097
103	Mason Ave and Sherman Way	633	1,289	1,399	716	1,066	1,689	2,028	1,224
104	Owensmouth Ave and Wyandotte St	217	702	655	209	116	66	27	39
105	Sale Ave and Vanowen St	122	97	42	23	841	666	710	930
106	Winnetka Ave and Vanowen St	920	1,493	1,445	896	1,067	1,340	1,394	1,106
107	Sale Ave and Victory Blvd	45	39	76	117	1,029	734	761	1,025
108	Winnetka Ave and Victory Blvd	1,201	1,647	1,566	920	1,605	2,277	2,197	1,724
109	Winnetka Ave and Busway	891	1,517	1,517	891	19	16	14	19
110	Fallbrook Ave and Oxnard St	1,222	1,724	1,739	1,228	305	197	336	539
111	Winnetka Ave and Calvert St	1,226	1,456	1,584	1,177	106	483	144	0
112	Winnetka Ave and Oxnard St	1,195	1,204	1,423	1,296	502	578	325	364
113	Fallbrook Ave and Burbank Blvd	1,066	1,524	1,785	1,270	636	519	356	512
114	Winnetka Ave and Hatteras St	1,160	1,170	1,152	1,153	23	22	59	50
115	Winnetka Ave and Clark St	1,221	1,385	1,213	1,226	254	65	0	3
116	Winnetka Ave and 101 Ventura Fwy WB	891	1,141	1,335	1,222	0	604	770	0
117	Winnetka Ave and 101 Ventura Fwy EB	671	1,044	1,076	915	709	0	0	528
118	Winnetka Ave and Ventura Blvd	531	789	1,075	704	1,683	1,214	1,203	1,827
119	Sale Ave and Ventura Blvd	24	63	45	42	1,146	1,171	1,208	1,147
120	Topanga Canyon Blvd and Mullholland Dr	605	1,086	1,541	1,185	925	852	181	105
121	Fallbrook Ave and Ventura Blvd	800	503	1,413	1,044	476	1,152	1,069	1,043
122	Woodlake Ave/101 Ventura Fwy WB and V	135	792	339	194	447	617	1,056	433
123	Tampa Ave and Ventura Blvd	205	236	1,015	484	1,971	1,348	1,324	2,457
124	Tampa Ave and 101 Ventura Fwy EB	485	1,014	873	843	499	0	0	0

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT AM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
125	Tampa Ave and 101 Ventura Fwy WB	844	874	1,351	985	0	893	559	0
126	Vanalden Ave/101 Ventura Fwy EB and Ve	498	202	0	684	2,411	1,344	1,426	2,127
127	Topham St/Busway and Victory Blvd	397	506	19	16	1,710	2,246	1,877	1,190
128	Corbin Ave and Victory Blvd	764	1,023	1,241	804	1,196	1,858	1,841	1,425
129	Tampa Ave and Victory Blvd	921	1,230	1,538	856	1,547	1,747	1,643	1,774
130	Burbank Blvd and Ventura Blvd	373	350	504	336	1,768	1,170	846	1,548
131	Reseda Blvd and Burbank Blvd	823	1,219	1,871	834	550	646	893	1,413
132	Reseda Blvd and 101 Ventura Fwy EB	785	1,851	1,507	952	459	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	944	1,541	1,678	911	0	983	814	0
134	101 Ventura Fwy EB and Burbank Blvd	0	902	0	0	1,571	1,018	1,024	669
135	Canoga Ave and Nordhoff St	982	912	736	777	755	644	985	1,134
136	De Soto Ave and Nordhoff St	1,546	1,954	2,319	1,687	1,029	1,429	1,052	978
137	Topanga Canyon Blvd and Parthenia St	1,897	2,290	1,895	1,626	0	51	838	492
138	Canoga Ave and Parthenia St	932	1,208	886	967	640	833	1,284	776
139	De Soto Ave and Parthenia St	1,428	1,655	1,695	1,505	837	1,244	1,302	828
140	Fallbrook Ave and Roscoe Blvd	753	849	289	530	931	904	1,462	1,116
141	Shoup Ave and Roscoe Blvd	669	763	327	186	1,164	1,422	1,676	1,499
142	Canoga Ave and Roscoe Blvd	811	1,340	1,313	905	1,079	1,148	1,249	1,057
143	De Soto Ave and Roscoe Blvd	899	1,436	1,542	1,205	1,003	1,194	1,011	662
144	Mason Ave and Roscoe Blvd	988	1,256	1,366	1,096	1,146	1,191	1,177	1,059
145	Winnetka Ave and Roscoe Blvd	1,128	1,273	1,254	1,101	1,033	1,111	1,166	1,097
146	Fallbrook Ave and Saticoy St	855	1,235	935	739	791	531	599	641
147	Shoup Ave and Saticoy St	746	1,082	842	750	644	663	842	601
148	Mason Ave and Saticoy St	776	1,437	1,465	877	1,190	1,249	1,240	1,123
149	Winnetka Ave and Saticoy St	1,014	1,279	1,340	999	1,139	1,214	1,207	1,190
150	Fallbrook Av and Sherman Way	1,067	1,431	1,361	953	1,098	975	924	1,036
151	Winnetka Ave and Sherman Way	949	1,471	1,453	1,034	1,200	1,522	1,830	1,362
152	Woodlake Ave and Burbank Blvd	246	290	337	245	597	528	537	623

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT AM UNADJUSTED TURNING MOVEMENT VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	71	783	146	78	807	70	127	1462	81	87	664	121
2	Canoga Ave and Vanowen St	59	779	88	96	971	99	136	900	81	268	635	181
3	De Soto Ave and Vanowen St	50	857	96	78	950	64	135	1290	223	175	1144	111
4	Topanga Canyon Blvd and Victory Blvd	123	808	205	65	997	117	176	1341	99	229	653	124
5	Canoga Ave and Victory Blvd	90	786	96	83	940	160	124	1104	82	213	986	55
6	De Soto Ave and Victory Blvd	57	833	121	96	998	53	73	1306	174	492	1309	116
7	Topanga Canyon Blvd and Erwin St	61	1020	216	71	335	112	151	1499	38	92	116	33
8	Owensmouth Ave and Erwin St	60	322	107	134	430	106	111	643	102	47	222	92
9	Canoga Ave and Erwin St	108	1041	75	98	233	113	69	1256	140	44	153	116
10	Variel Ave and Erwin St	24	146	58	76	194	41	57	276	110	25	269	78
11	De Soto Ave and Erwin St	156	1411	5	29	2	148	25	2158	186	17	11	24
12	Topanga Canyon Blvd and Oxnard St	102	1174	156	56	532	221	114	1493	51	99	237	60
13	Canoga Ave and Oxnard St	117	1158	71	83	393	123	103	1134	121	113	381	72
14	De Soto Ave and Oxnard St	112	1380	27	59	141	75	46	2132	234	227	430	60
15	Topanga Canyon Blvd and Califa St	0	1520	190	0	0	0	82	1838	0	0	0	26
16	Owensmouth Ave and Califa St	24	387	102	40	187	62	69	461	18	40	51	71
17	Canoga Ave and Califa St	185	1411	89	57	101	74	86	1245	140	16	102	31
18	De Soto Ave and Califa St	248	1494	0	0	0	47	0	2236	162	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	648	136	0	0	0	930	285	0
20	Topanga Canyon Blvd and Burbank Blvd	215	1399	619	68	403	222	95	1187	530	147	414	36
21	Owensmouth Ave and Burbank Blvd	78	53	38	210	705	74	173	107	200	71	426	156
22	Canoga Ave and Burbank Blvd	212	1681	102	231	535	131	154	1072	147	38	304	77
23	De Soto Ave and Burbank Blvd (N)	245	1543	0	147	0	129	0	1479	648	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	939	0	0	0	0	0	1054	0	195	0	1008
25	De Soto Ave 101 Ventura Fwy WB	193	1388	0	0	0	0	0	1109	537	166	4	618
26	Canoga Ave and 101 Ventura Fwy EB	0	946	222	0	0	0	391	789	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	776	118	698	4	424	955	394	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	1	1953	34	261	30	1	542	1993	188	37	34	447
29	Topanga Canyon Blvd and Roscoe Blvd	133	948	164	579	967	65	115	1265	838	312	1007	60
30	Topanga Canyon Blvd and Satcoy St	108	932	118	67	857	89	106	1630	133	70	674	103
31	Shoup Ave and Sherman Way	175	733	89	136	895	240	91	1035	123	147	838	52
32	Topanga Canyon Blvd and Sherman Way	129	907	161	217	812	141	99	1842	159	332	1160	117
33	Owensmouth Ave and Sherman Way	50	158	65	29	903	74	52	669	50	243	1179	35
34	Canoga Ave and Sherman Way	66	718	98	85	957	77	67	1103	90	137	1440	145
35	De Soto Ave and Sherman Way	72	871	96	82	1077	72	117	1491	140	189	1191	128
36	Fallbrook Ave and Vanowen St	21	1316	0	79	0	62	0	1652	76	4	5	2
37	Shoup Ave and Vanowen St	66	768	73	149	702	118	103	1112	141	130	638	73
38	Owensmouth Ave and Vanowen St	22	174	92	55	880	96	102	904	155	246	923	80
39	Variel Ave and Vanowen St	52	2	26	15	883	133	13	3	30	126	1270	18
40	Topanga Canyon Blvd and Kittridge St	6	945	44	38	7	6	22	1615	18	29	9	12
41	Woodlake Ave and Victory Blvd	25	131	55	109	1086	22	245	243	117	43	549	80
42	Fallbrook Ave and Victory Blvd	102	988	35	197	995	94	138	1495	126	53	651	160
43	Shoup Ave and Victory Blvd	103	703	50	92	912	263	126	1246	70	102	714	75
44	Westfield Way (Pvt) and Victory Blvd	15	4	9	21	1258	37	3	6	13	17	1020	9
45	Owensmouth Ave and Victory Blvd	47	219	84	53	1198	141	135	934	123	175	880	55
46	Variel Ave and Victory Blvd	70	0	91	0	1138	201	0	0	0	313	1471	0
47	Mason Ave and Victory Blvd	78	85	28	202	1770	237	335	344	823	97	1756	153
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	40	298	0	0	0	6	0	1136	9	0	0	0
49	Shoup Ave and Erwin St	2	793	78	12	3	19	208	1226	7	92	3	96
50	Shoup Ave and Oxnard St	97	738	50	63	655	68	127	929	187	101	1184	170
51	Owensmouth Ave and Oxnard St	40	335	54	108	525	185	85	637	85	158	309	49
52	Shoup Ave and Burbank Blvd	41	604	47	94	339	53	164	648	79	33	171	52
53	Shoup Ave and Ventura Blvd	71	363	129	62	975	65	599	185	264	52	852	291
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1517	896	918	24	0	0	0	0	1074	56
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp)	0	1806	0	0	0	550	0	1553	0	0	0	415
56	Topanga Canyon Blvd and Ventura Blvd	154	1192	343	718	1046	144	148	900	92	208	626	196

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT AM UNADJUSTED TURNING MOVEMENT VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
57	Canoga Ave and Ventura Blvd	143	411	69	521	1285	71	186	294	245	59	940	234
58	De Soto Ave/Serrania Ave and Ventura Blvd	98	265	143	217	1225	63	668	200	388	65	1273	406
59	Topanga Canyon Blvd and Martinez St	7	1128	5	103	18	19	1	1409	13	15	5	2
60	Canoga Ave and Rocketdyne Dwy (Pvt)	29	831	0	12	0	5	25	1576	36	3	0	1
61	De Soto Ave and Kittridge St	191	870	24	60	6	153	27	1713	107	74	43	40
62	Topanga Canyon Blvd and Village Dwy	0	961	12	0	0	0	3	1889	0	4	0	1
63	Canoga Ave and Trillium Dwy (Pvt)	0	974	348	0	0	0	227	1389	0	37	0	15
64	De Soto Ave and Warner Center Lane (Pvt)/S	118	1695	15	0	0	38	137	2057	42	6	1	22
65	Canoga Ave and Warner Ranch Rd (Pvt)	69	1838	157	1	0	18	292	1051	12	0	0	43
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dw	128	1705	79	42	11	39	130	1420	114	203	12	107
67	Owensmouth Ave and Promenade Dwy (Pvt)	26	397	49	12	2	17	53	775	45	0	0	3
68	Owensmouth Ave and West Valley Way (Pvt)	42	336	0	15	0	25	0	941	258	0	0	0
69	Canoga Ave and Busway	0	918	16	0	0	0	2	1427	0	17	0	1
70	AMC Dwy and Oxnard St	76	0	18	62	811	153	2	1	24	11	465	5
71	Eton Ave and Vanowen St	19	0	6	15	973	45	3	1	4	25	1409	7
72	Independence Ave and Vanowen St	22	1	67	13	843	84	38	5	36	200	1336	17
73	Variel Ave and Kittridge St	2	17	23	24	34	24	34	147	23	34	8	64
74	Variel Ave and Oxnard St	27	42	11	79	326	41	50	133	103	51	592	111
75	Variel Ave and Califa St	5	1	2	37	39	7	24	10	104	5	183	96
76	Warner Center Lane and Burbank Blvd	0	0	0	127	536	0	3	0	71	0	632	16
77	De Soto Ave and Clark St	0	1993	136	0	0	0	7	1543	0	0	0	154
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	123	622	0	16	0	12	0	290	205
79	Owensmouth Ave and Marylee St	36	380	30	97	10	61	38	360	148	4	6	25
80	Topanga Canyon Blvd and Marylee St	0	1643	79	0	0	0	100	1815	0	10	0	76
81	Topanga Canyon Blvd and Calvert St	71	1295	14	0	0	112	21	1713	47	0	0	27
82	Topanga Canyon Blvd and Bassett St	33	1254	0	108	0	31	0	1726	62	0	0	0
83	Randi Ave and Victory Blvd	39	7	63	25	1202	35	11	6	27	35	671	2
84	Glade Ave and Erwin St	28	18	46	19	409	30	55	25	15	20	127	27
85	Randi Ave/Nevada Ave and Erwin St	14	16	49	12	309	17	49	42	26	10	147	20
86	Topanga Canyon Blvd and Clarendon St	35	1953	27	529	26	30	150	1225	126	5	8	111
87	Jordan Ave and Sherman Way	34	77	63	73	953	21	45	56	60	17	1243	27
88	Remmet Ave and Sherman Way	7	10	59	20	964	31	6	27	18	127	1269	17
89	Variel Ave and Sherman Way	107	83	22	35	888	42	59	91	45	42	1383	55
90	Owensmouth Ave and Gault St	14	232	17	9	16	44	17	796	17	47	10	32
91	Owensmouth Ave and Hart St	31	222	11	25	20	118	11	747	48	34	34	18
92	De Soto Ave and Hart St	56	1084	27	54	16	67	21	1724	38	76	15	43
93	Mason Ave and Vanowen St	32	322	57	120	874	71	64	942	113	127	1076	131
94	Don Pio Dr and Ventura Blvd	9	16	99	32	1550	41	69	10	30	50	835	47
95	Owensmouth Ave and Saticoy St	41	152	49	52	1108	50	55	371	49	171	1101	70
96	Canoga Ave and Saticoy St	110	668	92	104	916	195	104	1121	67	165	1137	147
97	Variel Ave and Saticoy St	72	32	49	53	946	25	39	55	84	23	1381	18
98	De Soto Ave and Saticoy St	135	767	153	131	968	94	101	1309	173	156	1346	62
99	Shoup Ave and Valerio St	28	778	39	29	2	72	19	1047	12	52	7	34
100	Topanga Canyon Blvd and Valerio St	38	1204	41	47	40	19	77	1499	19	61	82	92
101	Canoga Ave and Valerio St	32	752	19	39	85	23	54	1342	28	85	220	110
102	Lurline Ave and Sherman Way	9	13	66	32	965	10	66	19	63	56	1548	54
103	Mason Ave and Sherman Way	37	507	65	60	967	28	192	1061	93	200	1559	149
104	Owensmouth Ave and Wyandotte St	27	184	6	17	24	76	9	621	26	5	13	9
105	Sale Ave and Vanowen St	14	7	101	10	820	11	9	3	29	83	623	5
106	Winnetka Ave and Vanowen St	80	743	98	71	904	92	104	1232	113	169	1147	82
107	Sale Ave and Victory Blvd	15	15	15	37	980	14	30	19	27	6	692	65
108	Winnetka Ave and Victory Blvd	181	797	220	73	1312	216	192	1112	263	319	1832	50
109	Winnetka Ave and Busway	0	891	0	0	19	0	0	1517	0	0	16	0
110	Fallbrook Ave and Oxnard St	22	1098	126	38	227	46	185	1562	38	116	136	92
111	Winnetka Ave and Calvert St	203	1051	0	66	0	42	0	1360	247	54	33	59
112	Winnetka Ave and Oxnard St	45	1000	22	187	349	97	140	1399	229	27	244	82

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT AM UNADJUSTED TURNING MOVEMENT VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
113	Fallbrook Ave and Burbank Blvd	45	1000	22	187	349	97	140	1399	229	27	244	82
114	Winnetka Ave and Hatteras St	4	1131	27	7	3	12	20	1122	9	36	8	15
115	Winnetka Ave and Clark St	45	1173	0	53	3	197	0	1188	20	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	138	744	0	0	0	0	0	868	454	273	12	478
117	Winnetka Ave and 101 Ventura Fwy EB	0	501	178	414	0	303	349	740	0	0	0	0
118	Winnetka Ave and Ventura Blvd	113	362	61	173	1456	71	310	583	193	135	909	169
119	Sale Ave and Ventura Blvd	7	0	17	16	1107	23	23	3	19	37	1145	26
120	Topanga Canyon Blvd and Mullholland Dr	117	465	19	676	64	178	21	892	617	17	119	44
121	Fallbrook Ave and Ventura Blvd	61	629	107	80	367	27	569	301	537	175	554	335
122	Woodlake Ave/101 Ventura Fwy WB and Ven	16	86	36	31	319	110	78	231	41	452	560	76
123	Tampa Ave and Ventura Blvd	63	109	33	79	1834	64	590	155	273	18	1012	296
124	Tampa Ave and 101 Ventura Fwy EB	0	485	0	358	0	141	0	873	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	229	614	0	0	0	0	0	687	664	187	0	371
126	Vanalden Ave/101 Ventura Fwy EB and Vent	140	160	200	416	1927	81	0	0	0	121	1204	107
127	Topham St/Busway and Victory Blvd	369	16	12	0	1178	487	0	18	0	0	1877	0
128	Corbin Ave and Victory Blvd	36	608	130	63	1141	10	153	849	255	164	1567	132
129	Tampa Ave and Victory Blvd	78	699	137	71	1388	75	248	1070	209	85	1461	86
130	Burbank Blvd and Ventura Blvd	137	161	66	165	1453	103	29	201	262	46	771	10
131	Reseda Blvd and Burbank Blvd	27	459	332	89	370	89	711	983	165	147	455	286
132	Reseda Blvd and 101 Ventura Fwy EB	0	796	0	156	0	311	0	1540	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	439	505	0	0	0	0	0	1145	533	396	12	406
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	669	902	0	0	0	0	1018	0
135	Canoga Ave and Nordhoff St	73	579	333	15	661	81	141	592	6	239	566	182
136	De Soto Ave and Nordhoff St	85	1336	146	282	711	51	121	1778	466	125	878	69
137	Topanga Canyon Blvd and Parthenia St	0	1519	352	0	0	0	140	1628	25	662	26	107
138	Canoga Ave and Parthenia St	29	682	232	58	465	124	79	796	20	288	784	227
139	De Soto Ave and Parthenia St	66	1267	82	93	665	74	82	1471	139	111	1039	145
140	Fallbrook Ave and Roscoe Blvd	104	256	384	35	686	200	46	191	50	458	750	239
141	Shoup Ave and Roscoe Blvd	92	152	431	24	1054	96	14	297	19	370	1311	10
142	Canoga Ave and Roscoe Blvd	72	654	85	136	904	41	69	1158	85	142	991	115
143	De Soto Ave and Roscoe Blvd	78	786	32	391	578	28	52	1319	200	88	916	27
144	Mason Ave and Roscoe Blvd	78	824	70	144	915	68	74	1108	162	80	951	127
145	Winnetka Ave and Roscoe Blvd	104	844	180	130	822	80	95	1047	114	145	894	127
146	Fallbrook Ave and Satcoy St	99	621	125	67	488	227	28	856	41	152	390	51
147	Shoup Ave and Satcoy St	83	627	41	52	491	107	69	763	16	212	564	72
148	Mason Ave and Satcoy St	100	648	30	129	971	95	122	1216	133	126	1017	100
149	Winnetka Ave and Satcoy St	108	772	131	101	918	117	142	1063	129	99	977	127
150	Fallbrook Av and Sherman Way	128	752	174	131	768	185	94	1118	132	127	715	71
151	Winnetka Ave and Sherman Way	66	749	127	77	1031	94	204	1148	91	228	1365	209
152	Woodlake Ave and Burbank Blvd	42	137	62	52	492	44	70	185	76	61	410	56

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT FINAL AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	71	783	145	90	806	80	126	1,461	80	87	663	124
2	Canoga Ave and Vanowen St	64	778	87	111	971	117	135	899	86	268	634	180
3	De Soto Ave and Vanowen St	50	856	104	77	950	71	135	1,290	222	207	1,143	111
4	Topanga Canyon Blvd and Victory Blvd	132	807	205	65	997	117	175	1,340	105	228	653	124
5	Canoga Ave and Victory Blvd	90	785	96	83	940	159	134	1,103	81	226	986	64
6	De Soto Ave and Victory Blvd	62	833	144	96	997	53	82	1,305	173	492	1,308	115
7	Topanga Canyon Blvd and Erwin St	60	1,019	215	76	334	111	151	1,498	42	91	115	33
8	Owensmouth Ave and Erwin St	60	322	106	133	429	106	111	642	102	54	222	115
9	Canoga Ave and Erwin St	127	1,041	75	97	232	130	68	1,256	140	43	152	116
10	Variel Ave and Erwin St	27	145	58	75	194	41	56	275	109	25	269	78
11	De Soto Ave and Erwin St	156	1,411	5	28	2	148	25	2,157	186	19	10	23
12	Topanga Canyon Blvd and Oxnard St	107	1,173	175	55	531	221	114	1,492	51	104	237	59
13	Canoga Ave and Oxnard St	117	1,158	70	82	392	123	103	1,133	120	113	381	72
14	De Soto Ave and Oxnard St	122	1,379	29	59	141	78	46	2,131	234	227	430	59
15	Topanga Canyon Blvd and Califa St	0	1,520	189	0	0	0	81	1,838	0	0	0	25
16	Owensmouth Ave and Califa St	24	387	101	39	187	62	106	460	26	40	50	87
17	Canoga Ave and Califa St	228	1,411	117	57	101	92	86	1,245	139	22	102	31
18	De Soto Ave and Califa St	260	1,494	0	0	0	47	0	2,236	161	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	648	136	0	0	0	930	285	0
20	Topanga Canyon Blvd and Burbank Blvd	238	1,398	618	67	403	250	94	1,187	530	146	414	36
21	Owensmouth Ave and Burbank Blvd	84	53	37	227	705	81	173	106	214	70	426	155
22	Canoga Ave and Burbank Blvd	211	1,680	101	231	535	130	180	1,071	162	37	303	76
23	De Soto Ave and Burbank Blvd (N)	245	1,542	0	155	0	129	0	1,478	647	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	962	0	0	0	0	0	1,054	0	195	0	1,007
25	De Soto Ave 101 Ventura Fwy WB	192	1,387	0	0	0	0	0	1,108	537	166	4	617
26	Canoga Ave and 101 Ventura Fwy EB	0	946	228	0	0	0	391	788	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	776	124	697	4	423	954	394	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	14	1,326	278	95	135	8	205	1,820	97	216	113	89
29	Topanga Canyon Blvd and Roscoe Blvd	150	947	164	616	967	76	115	1,264	887	312	1,007	59
30	Topanga Canyon Blvd and Saticoy St	108	932	127	67	856	88	125	1,630	143	69	673	102
31	Shoup Ave and Sherman Way	175	732	88	143	894	247	91	1,035	123	147	837	54
32	Topanga Canyon Blvd and Sherman Way	136	906	176	216	812	141	98	1,841	158	332	1,160	116
33	Owensmouth Ave and Sherman Way	50	158	64	29	903	73	52	669	49	243	1,178	37
34	Canoga Ave and Sherman Way	66	717	97	91	956	76	79	1,103	114	136	1,440	144
35	De Soto Ave and Sherman Way	81	870	95	91	1,077	85	116	1,491	153	188	1,191	127
36	Fallbrook Ave and Vanowen St	37	1,315	53	109	539	97	67	1,652	123	111	433	45
37	Shoup Ave and Vanowen St	69	767	78	149	701	117	107	1,112	143	130	638	73
38	Owensmouth Ave and Vanowen St	21	173	92	66	880	95	101	903	165	246	922	87
39	Variel Ave and Vanowen St	51	2	36	15	883	133	19	2	30	126	1,269	23
40	Topanga Canyon Blvd and Kittridge St	6	945	43	37	7	6	21	1,614	18	31	8	12
41	Woodlake Ave and Victory Blvd	40	130	103	108	1,257	40	244	243	117	88	626	80
42	Fallbrook Ave and Victory Blvd	154	987	64	196	995	160	137	1,495	125	108	651	159
43	Shoup Ave and Victory Blvd	102	702	50	96	912	263	126	1,245	72	101	713	78
44	Westfield Way (Pvt) and Victory Blvd	14	4	10	21	1,258	37	3	7	13	17	1,019	10
45	Owensmouth Ave and Victory Blvd	47	219	84	53	1,198	141	165	933	122	198	880	73
46	Variel Ave and Victory Blvd	69	0	106	0	1,137	200	0	0	0	353	1,471	0
47	Mason Ave and Victory Blvd	78	84	28	201	1,769	236	335	343	823	97	1,756	152
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	45	298	0	0	0	6	0	1,135	9	0	0	0
49	Shoup Ave and Erwin St	2	793	78	13	3	18	215	1,225	7	92	3	96
50	Shoup Ave and Oxnard St	96	738	51	62	655	68	126	928	187	114	1,183	177
51	Owensmouth Ave and Oxnard St	40	335	53	142	524	184	85	637	94	157	309	61
52	Shoup Ave and Burbank Blvd	40	603	46	93	339	52	169	647	83	33	171	52
53	Shoup Ave and Ventura Blvd	71	363	128	63	974	65	621	184	263	52	851	300
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1,516	895	918	23	0	0	0	0	1,074	56
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	0	1,806	0	0	0	550	0	1,552	0	0	0	415
56	Topanga Canyon Blvd and Ventura Blvd	153	1,191	343	718	1,046	143	148	900	91	208	625	211
57	Canoga Ave and Ventura Blvd	156	422	68	540	1,285	71	185	294	263	59	939	234
58	De Soto Ave/Serrania Ave and Ventura Blvd	98	264	142	234	1,225	63	667	200	388	65	1,273	406
59	Topanga Canyon Blvd and Martinez St	7	1,127	4	116	17	19	1	1,409	14	15	5	3
60	Canoga Ave and Rocketdyne Dwy (Pvt)	28	831	0	12	0	4	24	1,575	38	3	0	1
61	De Soto Ave and Kittridge St	190	869	24	59	6	152	29	1,712	107	87	42	49
62	Topanga Canyon Blvd and Village Dwy	0	960	11	0	0	0	8	1,888	0	4	0	3
63	Canoga Ave and Trillium Dwy (Pvt)	0	973	347	0	0	0	244	1,389	0	37	0	17
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	117	1,694	17	0	0	37	136	2,093	41	7	1	22
65	Canoga Ave and Warner Ranch Rd (Pvt)	68	1,837	169	1	0	18	291	1,050	12	0	0	42
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	128	1,704	79	41	11	38	129	1,420	114	203	12	107
67	Owensmouth Ave and Promenade Dwy (Pvt)	35	396	49	11	1	19	53	775	44	0	0	3
68	Owensmouth Ave and West Valley Way (Pvt)	54	336	0	14	0	25	0	941	258	0	0	0
69	Canoga Ave and Busway	0	917	15	0	0	0	2	1,426	0	16	0	1
70	AMC Dwy and Oxnard St	76	1	62	61	810	152	9	3	23	61	464	29
71	Eton Ave and Vanowen St	18	0	6	15	972	44	3	1	4	25	1,408	8
72	Independence Ave and Vanowen St	27	1	67	16	843	83	38	4	43	200	1,335	17
73	Variel Ave and Kittridge St	5	17	46	24	86	24	34	146	22	34	33	125
74	Variel Ave and Oxnard St	26	41	11	84	326	41	49	133	106	51	591	110
75	Variel Ave and Califa St	5	1	2	36	38	7	23	10	103	5	183	96
76	Warner Center Lane and Burbank Blvd	0	0	0	127	535	0	8	0	71	0	631	33
77	De Soto Ave and Clark St	0	1,993	136	0	0	0	7	1,543	0	0	0	154
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	122	622	0	15	0	12	0	290	204
79	Owensmouth Ave and Marylee St	35	535	30	96	10	61	37	360	147	6	5	25

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT FINAL AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
80	Topanga Canyon Blvd and Marylee St	0	1,643	78	0	0	0	100	1,814	0	9	0	75
81	Topanga Canyon Blvd and Calvert St	71	1,294	14	0	0	111	21	1,713	46	0	0	26
82	Topanga Canyon Blvd and Bassett St	34	1,254	0	107	0	30	0	1,726	62	0	0	0
83	Randi Ave and Victory Blvd	38	7	63	24	1,202	34	10	6	26	37	671	2
84	Glade Ave and Erwin St	27	17	49	19	408	29	54	25	14	22	127	29
85	Randi Ave/Nevada Ave and Erwin St	14	15	49	14	308	17	49	42	27	9	147	20
86	Topanga Canyon Blvd and Clarendon St	35	1,953	27	528	26	30	149	1,224	125	5	8	111
87	Jordan Ave and Sherman Way	47	77	63	73	952	35	44	55	60	20	1,243	27
88	Remmet Ave and Sherman Way	6	9	58	20	964	30	7	26	21	126	1,269	18
89	Variel Ave and Sherman Way	106	83	24	35	887	42	62	90	44	41	1,382	55
90	Owensmouth Ave and Gault St	13	231	16	9	15	43	16	795	16	46	10	32
91	Owensmouth Ave and Hart St	33	221	12	24	20	117	11	755	47	36	34	17
92	De Soto Ave and Hart St	61	1,084	29	54	16	72	20	1,724	37	81	15	42
93	Masson Ave and Vanowen St	32	321	60	120	874	71	67	942	113	134	1,076	130
94	Don Pio Dr and Ventura Blvd	9	15	98	32	1,549	41	69	9	29	52	835	50
95	Owensmouth Ave and Saticoy St	41	151	52	52	1,107	49	54	371	48	171	1,101	70
96	Canoga Ave and Saticoy St	110	667	91	112	915	194	114	1,121	77	164	1,137	146
97	Variel Ave and Saticoy St	72	32	49	53	946	24	39	54	83	23	1,381	18
98	De Soto Ave and Saticoy St	134	766	152	136	968	97	100	1,308	173	168	1,345	66
99	Shoup Ave and Valerio St	31	778	42	29	2	77	18	1,046	12	54	7	34
100	Topanga Canyon Blvd and Valerio St	37	1,232	40	47	39	18	77	1,499	18	60	81	92
101	Canoga Ave and Valerio St	33	751	21	39	85	23	54	1,342	28	93	219	109
102	Lurline Ave and Sherman Way	8	13	65	31	965	10	66	21	62	56	1,547	53
103	Mason Ave and Sherman Way	68	564	65	113	966	54	191	1,200	171	200	1,558	149
104	Owensmouth Ave and Wyandotte St	27	183	6	16	23	75	9	620	25	5	12	8
105	Sale Ave and Vanowen St	13	7	100	10	820	10	9	3	29	82	623	5
106	Winnetka Ave and Vanowen St	83	742	108	71	903	92	117	1,231	121	169	1,146	81
107	Sale Ave and Victory Blvd	14	14	15	37	979	13	30	18	27	6	692	64
108	Winnetka Ave and Victory Blvd	181	796	220	84	1,311	215	210	1,111	263	319	1,832	64
109	Winnetka Ave and Busway	0	891	0	0	18	0	0	1,517	0	0	16	0
110	Fallbrook Ave and Oxnard St	22	1,097	126	38	227	46	199	1,562	38	115	136	104
111	Winnetka Ave and Calvert St	222	1,051	0	66	0	47	0	1,360	246	58	33	59
112	Winnetka Ave and Oxnard St	65	1,238	42	187	349	97	140	1,399	269	40	292	82
113	Fallbrook Ave and Burbank Blvd	52	999	26	187	349	109	140	1,399	229	29	244	82
114	Winnetka Ave and Hatteras St	4	1,130	26	7	3	12	19	1,121	9	36	8	14
115	Winnetka Ave and Clark St	44	1,173	0	52	3	197	0	1,201	20	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	137	744	0	0	0	0	0	884	463	272	11	477
117	Winnetka Ave and 101 Ventura Fwy EB	0	501	178	413	0	303	349	740	0	0	0	0
118	Winnetka Ave and Ventura Blvd	112	362	61	225	1,456	70	383	583	262	134	909	199
119	Sale Ave and Ventura Blvd	7	0	16	15	1,107	22	22	3	18	37	1,144	26
120	Topanga Canyon Blvd and Mullholland Dr	116	464	19	676	64	177	21	891	616	16	118	44
121	Fallbrook Ave and Ventura Blvd	61	628	106	86	366	26	569	301	566	175	554	347
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	16	86	36	31	319	109	77	230	40	451	559	75
123	Tampa Ave and Ventura Blvd	63	109	32	78	1,834	63	589	154	287	17	1,011	296
124	Tampa Ave and 101 Ventura Fwy EB	0	484	0	358	0	141	0	872	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	229	614	0	0	0	0	0	686	663	187	0	371
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	150	160	199	416	1,927	81	0	0	0	120	1,203	107
127	Topham St/Busway and Victory Blvd	369	15	13	0	1,178	487	0	18	0	0	1,876	0
128	Corbin Ave and Victory Blvd	36	608	130	68	1,141	12	152	848	254	163	1,566	132
129	Tampa Ave and Victory Blvd	77	698	137	73	1,388	74	258	1,069	208	85	1,460	86
130	Burbank Blvd and Ventura Blvd	136	161	70	164	1,452	102	32	207	262	48	771	10
131	Reseda Blvd and Burbank Blvd	26	458	332	89	369	88	711	983	164	147	454	285
132	Reseda Blvd and 101 Ventura Fwy EB	0	795	0	163	0	311	0	1,539	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	438	505	0	0	0	0	0	1,174	532	396	11	405
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	669	902	0	0	0	0	1,018	0
135	Canoga Ave and Nordhoff St	72	579	332	17	660	81	140	591	6	239	565	182
136	De Soto Ave and Nordhoff St	84	1,336	145	281	711	50	137	1,778	466	125	877	74
137	Topanga Canyon Blvd and Parthenia St	0	1,519	351	0	0	0	140	1,792	28	662	25	107
138	Canoga Ave and Parthenia St	28	682	231	57	465	133	78	796	20	315	783	226
139	De Soto Ave and Parthenia St	66	1,267	81	102	665	73	84	1,470	145	110	1,039	158
140	Fallbrook Ave and Roscoe Blvd	104	256	404	34	686	200	47	190	49	457	750	238
141	Shoup Ave and Roscoe Blvd	91	152	430	24	1,054	96	14	296	19	370	1,310	9
142	Canoga Ave and Roscoe Blvd	77	654	84	135	903	42	68	1,157	84	141	991	114
143	De Soto Ave and Roscoe Blvd	77	860	40	391	578	28	72	1,319	200	113	916	42
144	Mason Ave and Roscoe Blvd	77	824	74	144	914	67	77	1,108	161	79	951	127
145	Winnetka Ave and Roscoe Blvd	103	843	179	142	822	80	99	1,047	123	145	893	127
146	Fallbrook Ave and Saticoy St	99	621	125	67	487	227	30	856	41	151	390	53
147	Shoup Ave and Saticoy St	83	626	41	54	490	111	69	763	15	212	563	71
148	Mason Ave and Saticoy St	104	648	29	128	971	95	122	1,215	145	126	1,016	99
149	Winnetka Ave and Saticoy St	107	771	130	100	917	116	142	1,063	129	99	976	126
150	Fallbrook Av and Sherman Way	128	751	174	130	768	185	97	1,118	132	127	714	70
151	Winnetka Ave and Sherman Way	93	818	127	113	1,030	147	204	1,261	121	228	1,365	208
152	Woodlake Ave and Burbank Blvd	45	136	62	55	491	46	69	185	81	60	409	56

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 AM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1188	294	843	660	927	527	1127	403
2	Canoga Ave and Vanowen St	772	594	545	538	399	420	1080	549
3	De Soto Ave and Vanowen St	958	433	420	399	563	311	838	498
4	Topanga Canyon Blvd and Victory Blvd	1130	435	1244	718	1043	814	1289	382
5	Canoga Ave and Victory Blvd	899	1294	651	859	500	1240	1249	715
6	De Soto Ave and Victory Blvd	1166	1807	491	1250	562	1317	1104	1731
7	Topanga Canyon Blvd and Erwin St	1147	54	1379	505	1347	270	1331	137
8	Owensmouth Ave and Erwin St	486	220	121	364	119	419	415	238
9	Canoga Ave and Erwin St	1438	159	892	330	824	275	1447	274
10	Variel Ave and Erwin St	146	198	8	315	35	268	46	316
11	De Soto Ave and Erwin St	989	0	562	254	561	0	996	249
12	Topanga Canyon Blvd and Oxnard St	1271	200	1302	703	1463	540	1238	235
13	Canoga Ave and Oxnard St	1481	341	1041	352	905	383	1652	275
14	De Soto Ave and Oxnard St	1020	331	679	261	617	350	945	380
15	Topanga Canyon Blvd and Califa St	1233	149	1447	0	1313	415	1101	0
16	Owensmouth Ave and Califa St	341	174	430	245	268	283	469	170
17	Canoga Ave and Califa St	1341	122	1071	385	966	308	1271	374
18	De Soto Ave and Califa St	911	0	664	113	684	0	563	441
19	101 Ventura Fwy WB and Burbank Blvd	0	948	0	563	0	563	688	260
20	Topanga Canyon Blvd and Burbank Blvd	1089	829	2229	583	1402	889	1472	967
21	Owensmouth Ave and Burbank Blvd	475	416	0	732	344	587	0	691
22	Canoga Ave and Burbank Blvd	1407	14	967	503	1347	21	1084	439
23	De Soto Ave and Burbank Blvd (N)	596	0	820	77	693	0	660	140
24	Canoga Ave and 101 Ventura Fwy WB	1082	604	556	0	1108	0	1135	0
25	De Soto Ave 101 Ventura Fwy WB	524	596	662	0	1000	0	651	131
26	Canoga Ave and 101 Ventura Fwy EB	1135	0	688	0	556	736	530	0
27	De Soto Ave and 101 Ventura Fwy EB	651	0	767	413	662	614	555	0
28	Topanga Canyon Blvd and Nordhoff St	1261	454	1586	761	880	472	1551	1160
29	Topanga Canyon Blvd and Roscoe Blvd	1368	574	969	1077	1331	654	1157	845
30	Topanga Canyon Blvd and Satcoy St	1141	497	791	411	946	652	938	303
31	Shoup Ave and Sherman Way	691	397	356	801	462	569	643	571
32	Topanga Canyon Blvd and Sherman Way	994	459	807	569	843	645	944	397
33	Owensmouth Ave and Sherman Way	208	637	71	612	113	618	411	386
34	Canoga Ave and Sherman Way	572	879	574	868	301	836	918	839
35	De Soto Ave and Sherman Way	1077	1677	521	811	873	1401	902	911
36	Fallbrook Ave and Vanowen St	921	135	683	310	762	214	857	215
37	Shoup Ave and Vanowen St	643	253	312	214	356	377	553	135
38	Owensmouth Ave and Vanowen St	584	433	184	446	99	455	609	484
39	Variel Ave and Vanowen St	0	358	235	420	0	283	137	594
40	Topanga Canyon Blvd and Kittridge St	1123	0	798	53	852	0	1071	51
41	Woodlake Ave and Victory Blvd	34	310	158	582	8	666	180	231
42	Fallbrook Ave and Victory Blvd	551	450	729	813	466	727	899	450
43	Shoup Ave and Victory Blvd	460	329	381	880	211	616	716	506
44	Westfield Way (Pvt) and Victory Blvd	0	454	3	819	0	810	28	438
45	Owensmouth Ave and Victory Blvd	725	589	218	810	372	818	699	454
46	Variel Ave and Victory Blvd	0	1614	189	1073	0	1163	466	1247
47	Mason Ave and Victory Blvd	1691	1124	0	1317	1038	1287	0	1807
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	609	26	372	92	184	54	725	137
49	Shoup Ave and Erwin St	716	138	295	0	381	483	285	0
50	Shoup Ave and Oxnard St	381	54	432	464	350	296	523	163
51	Owensmouth Ave and Oxnard St	414	346	191	434	162	509	537	177
52	Shoup Ave and Burbank Blvd	355	44	790	534	326	264	796	338
53	Shoup Ave and Ventura Blvd	796	776	333	633	790	1054	387	308
54	101 Ventura Fwy EB and Ventura Blvd	0	261	583	1061	648	989	0	269
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	1472	601	1759	0	2229	0	1603	0
56	Topanga Canyon Blvd and Ventura Blvd	1146	530	1413	989	1644	840	1333	261
57	Canoga Ave and Ventura Blvd	530	363	259	475	688	384	242	312
58	De Soto Ave/Serrania Ave and Ventura Blvd	555	1288	411	821	767	996	365	947
59	Topanga Canyon Blvd and Martinez St	995	102	916	0	880	106	1027	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1080	13	500	32	545	87	899	94
61	De Soto Ave and Kittridge St	838	139	562	250	420	54	1166	149
62	Topanga Canyon Blvd and Village Dwy	1289	76	1347	35	1244	278	1147	77
63	Canoga Ave and Trillium Dwy (Pvt)	1249	115	824	158	651	212	1438	44
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Av	563	82	693	36	664	4	596	112
65	Canoga Ave and Warner Ranch Rd (Pvt)	1271	62	1347	116	1071	296	1407	22
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	660	75	1007	103	820	63	521	440
67	Owensmouth Ave and Promenade Dwy (Pvt)	415	19	162	0	121	62	414	0
68	Owensmouth Ave and West Valley Way (Pvt)	699	43	119	62	218	37	486	182
69	Canoga Ave and Busway	899	0	500	0	500	0	899	0
70	AMC Dwy and Oxnard St	70	177	41	540	52	434	142	200
71	Eton Ave and Vanowen St	0	594	0	420	0	420	0	594
72	Independence Ave and Vanowen St	0	498	116	283	0	399	139	358
73	Variel Ave and Kittridge St	137	0	235	0	235	0	137	0
74	Variel Ave and Oxnard St	98	380	39	225	74	270	118	280
75	Variel Ave and Califa St	12	66	0	30	7	42	0	60
76	Warner Center Lane and Burbank Blvd	48	140	0	40	131	77	0	19

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 AM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	521	11	1000	0	1007	1	524	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	14	0	21	0	21	0	14
79	Owensmouth Ave and Marylee St	469	42	339	58	430	19	431	28
80	Topanga Canyon Blvd and Marylee St	1097	0	1402	30	1433	0	1089	8
81	Topanga Canyon Blvd and Calvert St	1331	26	1463	7	1379	176	1271	1
82	Topanga Canyon Blvd and Bassett St	1188	0	927	0	927	0	1188	0
83	Randi Ave and Victory Blvd	51	371	174	616	53	737	94	329
84	Glade Ave and Erwin St	39	137	0	490	73	505	0	89
85	Randi Ave/Nevada Ave and Erwin St	0	83	53	434	0	485	13	72
86	Topanga Canyon Blvd and Clarendon St	1146	0	1644	0	1644	0	1146	0
87	Jordan Ave and Sherman Way	50	386	35	645	1	612	73	431
88	Remmet Ave and Sherman Way	418	839	68	648	316	868	99	688
89	Variel Ave and Sherman Way	82	911	0	836	25	811	15	978
90	Owensmouth Ave and Gault St	411	1	71	4	71	2	413	1
91	Owensmouth Ave and Hart St	413	6	73	18	71	0	439	1
92	De Soto Ave and Hart St	902	55	563	0	521	41	958	0
93	Mason Ave and Vanowen St	1033	873	1126	247	605	756	1598	321
94	Don Pio Dr and Ventura Blvd	0	312	218	840	0	475	365	530
95	Owensmouth Ave and Satcoy St	329	409	113	483	211	488	208	427
96	Canoga Ave and Satcoy St	730	889	437	412	466	857	702	444
97	Variel Ave and Satcoy St	0	672	44	689	0	642	47	716
98	De Soto Ave and Satcoy St	1158	577	1024	642	1091	448	1189	672
99	Shoup Ave and Valerio St	728	260	462	0	446	313	691	0
100	Topanga Canyon Blvd and Valerio St	938	0	791	0	791	0	938	0
101	Canoga Ave and Valerio St	702	113	359	160	437	82	617	198
102	Lurline Ave and Sherman Way	264	1883	0	1401	205	1665	0	1677
103	Mason Ave and Sherman Way	1254	1936	711	1665	759	1892	1033	1883
104	Owensmouth Ave and Wyandotte St	208	13	113	22	113	22	208	13
105	Sale Ave and Vanowen St	0	135	0	214	0	214	0	135
106	Winnetka Ave and Vanowen St	933	555	417	763	588	448	838	793
107	Sale Ave and Victory Blvd	339	506	0	727	242	880	0	450
108	Winnetka Ave and Victory Blvd	841	1472	663	1267	417	1198	1171	1458
109	Winnetka Ave and Busway	838	0	417	2	417	0	841	0
110	Fallbrook Ave and Oxnard St	899	193	578	208	729	499	535	114
111	Winnetka Ave and Calvert St	1171	23	937	41	663	2	1210	297
112	Winnetka Ave and Oxnard St	1210	344	651	235	937	182	880	442
113	Fallbrook Ave and Burbank Blvd	535	370	484	887	578	615	726	358
114	Winnetka Ave and Hatteras St	880	22	657	0	651	5	903	0
115	Winnetka Ave and Clark St	903	0	740	103	657	0	1006	82
116	Winnetka Ave and 101 Ventura Fwy WB	1006	600	434	0	740	0	978	322
117	Winnetka Ave and 101 Ventura Fwy EB	978	0	522	323	434	613	775	0
118	Winnetka Ave and Ventura Blvd	775	1274	517	673	522	870	773	1074
119	Sale Ave and Ventura Blvd	0	308	0	633	0	633	0	308
120	Topanga Canyon Blvd and Mullholland Dr	697	180	421	717	1142	80	729	64
121	Fallbrook Ave and Ventura Blvd	845	308	923	84	600	633	331	596
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	120	596	422	177	153	84	655	423
123	Tampa Ave and Ventura Blvd	1108	1062	147	1056	308	1855	153	1058
124	Tampa Ave and 101 Ventura Fwy EB	769	0	308	581	551	0	1108	0
125	Tampa Ave and 101 Ventura Fwy WB	948	736	551	0	834	0	769	631
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	1106	272	1855	1233	806	130	1062
127	Topham St/Busway and Victory Blvd	0	902	570	1198	0	596	601	1472
128	Corbin Ave and Victory Blvd	1199	944	977	596	692	859	1262	902
129	Tampa Ave and Victory Blvd	539	1202	466	871	310	1111	648	1008
130	Burbank Blvd and Ventura Blvd	468	782	450	1617	129	764	1090	1334
131	Reseda Blvd and Burbank Blvd	1204	968	648	129	263	1183	1035	468
132	Reseda Blvd and 101 Ventura Fwy EB	1027	0	263	497	582	0	1204	0
133	Reseda Blvd and 101 Ventura Fwy WB	1098	581	582	0	788	0	1027	446
134	101 Ventura Fwy EB and Burbank Blvd	0	968	0	1183	0	441	742	968
135	Canoga Ave and Nordhoff St	300	942	455	634	172	1103	496	560
136	De Soto Ave and Nordhoff St	1353	518	631	1103	1331	684	648	942
137	Topanga Canyon Blvd and Parthenia St	1690	761	1679	0	1718	795	1616	0
138	Canoga Ave and Parthenia St	496	700	483	1004	455	734	595	899
139	De Soto Ave and Parthenia St	945	420	951	501	1028	450	892	448
140	Fallbrook Ave and Roscoe Blvd	309	519	624	461	292	745	616	260
141	Shoup Ave and Roscoe Blvd	441	852	333	745	305	1052	494	519
142	Canoga Ave and Roscoe Blvd	740	898	466	674	588	912	652	626
143	De Soto Ave and Roscoe Blvd	988	820	1013	912	947	740	1149	898
144	Mason Ave and Roscoe Blvd	1055	765	1001	740	909	808	1025	820
145	Winnetka Ave and Roscoe Blvd	768	849	939	808	823	871	905	765
146	Fallbrook Ave and Satcoy St	724	226	860	368	703	345	992	139
147	Shoup Ave and Satcoy St	389	415	446	596	257	522	728	340
148	Mason Ave and Satcoy St	1099	658	825	601	798	643	1021	721
149	Winnetka Ave and Satcoy St	766	905	844	790	706	926	1071	602
150	Fallbrook Av and Sherman Way	778	571	762	817	666	801	921	540
151	Winnetka Ave and Sherman Way	1130	2091	674	1782	859	1765	1118	1936
152	Woodlake Ave and Burbank Blvd	294	358	331	692	304	887	293	192

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT AM NO VICTORY BLVD FUTURE BASE IMPRV. AM MODEL
VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1394	462	859	663	970	551	1363	493
2	Canoga Ave and Vanowen St	973	911	717	531	524	534	1397	677
3	De Soto Ave and Vanowen St	1191	629	464	601	745	429	1014	697
4	Topanga Canyon Blvd and Victory Blvd	1345	492	1199	736	1003	778	1544	447
5	Canoga Ave and Victory Blvd	1107	1611	623	1185	492	1376	1524	1135
6	De Soto Ave and Victory Blvd	1477	2263	591	1526	627	1618	1369	2242
7	Topanga Canyon Blvd and Erwin St	1152	112	1518	703	1385	292	1468	339
8	Owensmouth Ave and Erwin St	784	484	226	609	186	609	510	798
9	Canoga Ave and Erwin St	1859	324	967	470	1039	462	1569	551
10	Variel Ave and Erwin St	410	198	75	436	122	271	229	497
11	De Soto Ave and Erwin St	1269	0	668	341	762	0	1186	329
12	Topanga Canyon Blvd and Oxnard St	1271	354	1607	770	1577	778	1390	257
13	Canoga Ave and Oxnard St	1623	531	1281	471	1025	622	1830	430
14	De Soto Ave and Oxnard St	1275	435	821	315	789	371	1267	419
15	Topanga Canyon Blvd and Califa St	1337	213	1665	0	1647	484	1084	0
16	Owensmouth Ave and Califa St	347	339	511	378	344	453	550	228
17	Canoga Ave and Califa St	1603	241	1270	553	1224	477	1467	498
18	De Soto Ave and Califa St	1210	0	739	188	835	0	748	554
19	101 Ventura Fwy WB and Burbank Blvd	0	941	0	581	0	581	695	246
20	Topanga Canyon Blvd and Burbank Blvd	1073	961	2534	602	1609	1045	1554	962
21	Owensmouth Ave and Burbank Blvd	545	504	0	910	438	665	0	857
22	Canoga Ave and Burbank Blvd	1630	13	1157	576	1591	15	1358	413
23	De Soto Ave and Burbank Blvd (N)	823	0	905	121	831	0	740	278
24	Canoga Ave and 101 Ventura Fwy WB	1079	618	655	0	1229	0	1125	0
25	De Soto Ave 101 Ventura Fwy WB	710	602	871	0	1276	0	782	125
26	Canoga Ave and 101 Ventura Fwy EB	1125	0	768	0	655	745	492	0
27	De Soto Ave and 101 Ventura Fwy EB	782	0	858	469	871	674	565	0
28	Topanga Canyon Blvd and Nordhoff St	2093	494	1614	0	2107	494	1599	0
29	Topanga Canyon Blvd and Roscoe Blvd	1479	764	897	1078	1330	748	1178	964
30	Topanga Canyon Blvd and Satcoy St	1244	545	808	415	986	663	1020	342
31	Shoup Ave and Sherman Way	747	433	378	799	467	559	736	595
32	Topanga Canyon Blvd and Sherman Way	1094	506	828	559	853	636	1066	433
33	Owensmouth Ave and Sherman Way	269	818	135	632	128	687	592	447
34	Canoga Ave and Sherman Way	668	1135	691	868	365	900	1069	1028
35	De Soto Ave and Sherman Way	1111	2031	604	897	854	1562	962	1265
36	Fallbrook Ave and Vanowen St	960	202	679	323	733	262	908	261
37	Shoup Ave and Vanowen St	736	330	321	262	378	383	687	202
38	Owensmouth Ave and Vanowen St	882	649	209	539	205	531	948	594
39	Variel Ave and Vanowen St	0	555	276	534	0	385	155	825
40	Topanga Canyon Blvd and Kittridge St	1361	0	804	63	867	0	1245	116
41	Woodlake Ave and Victory Blvd	378	327	160	314	171	714	194	100
42	Fallbrook Ave and Victory Blvd	880	490	729	607	738	804	953	210
43	Shoup Ave and Victory Blvd	597	395	415	980	228	722	871	565
44	Westfield Way (Pvt) and Victory Blvd	23	942	0	792	8	766	0	983
45	Owensmouth Ave and Victory Blvd	1303	757	397	766	469	857	956	942
46	Variel Ave and Victory Blvd	0	1980	307	1302	0	1358	771	1459
47	Mason Ave and Victory Blvd	1855	1227	0	1618	1119	1318	0	2263
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	948	0	655	192	209	0	1434	152
49	Shoup Ave and Erwin St	871	179	373	0	415	623	385	0
50	Shoup Ave and Oxnard St	453	110	509	550	414	438	595	176
51	Owensmouth Ave and Oxnard St	420	468	323	581	190	564	627	411
52	Shoup Ave and Burbank Blvd	387	49	940	540	430	323	811	353
53	Shoup Ave and Ventura Blvd	811	843	429	716	940	1084	433	341
54	101 Ventura Fwy EB and Ventura Blvd	0	331	610	1120	687	1039	0	336
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	1554	589	2030	0	2534	0	1640	0
56	Topanga Canyon Blvd and Ventura Blvd	1183	596	1604	1039	1894	826	1370	331
57	Canoga Ave and Ventura Blvd	492	509	305	465	768	393	254	358
58	De Soto Ave/Serrania Ave and Ventura Blvd	565	1615	426	797	858	1062	404	1080
59	Topanga Canyon Blvd and Martinez St	923	0	1078	0	945	0	1056	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1397	0	565	166	717	0	1237	175
61	De Soto Ave and Kittridge St	1014	173	627	368	464	76	1477	165
62	Topanga Canyon Blvd and Village Dwy	1544	0	1570	88	1199	0	1755	247
63	Canoga Ave and Trillium Dwy (Pvt)	1524	239	1039	126	623	279	1859	166
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Av	748	106	831	90	739	16	823	198
65	Canoga Ave and Warner Ranch Rd (Pvt)	1467	115	1591	57	1270	310	1630	20
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	740	73	928	2	905	53	609	176
67	Owensmouth Ave and Promenade Dwy (Pvt)	510	46	190	8	226	100	420	9
68	Owensmouth Ave and West Valley Way (Pvt)	956	81	186	156	397	152	784	45
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	411	30	1089	0	581	100	851
71	Eton Ave and Vanowen St	0	825	86	534	0	534	0	911
72	Independence Ave and Vanowen St	0	697	215	385	0	601	142	555
73	Variel Ave and Kittridge St	155	0	369	0	276	6	155	86
74	Variel Ave and Oxnard St	310	456	76	242	178	369	203	333
75	Variel Ave and Califa St	60	65	0	51	48	76	0	51
76	Warner Center Lane and Burbank Blvd	71	278	0	83	127	121	0	183

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT AM NO VICTORY BLVD FUTURE BASE IMPRV. AM MODEL
VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	707	98	1276	0	1371	0	710	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	550	34	432	50	511	16	512	27
80	Topanga Canyon Blvd and Marylee St	1084	21	1653	0	1665	14	1079	0
81	Topanga Canyon Blvd and Calvert St	1468	114	1577	100	1518	459	1271	11
82	Topanga Canyon Blvd and Bassett St	1396	0	970	1	972	0	1394	2
83	Randi Ave and Victory Blvd	116	375	152	722	63	811	96	395
84	Glade Ave and Erwin St	44	148	14	667	2	689	40	143
85	Randi Ave/Nevada Ave and Erwin St	0	143	90	576	0	667	21	121
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	164	515	6	636	60	645	109	506
88	Remmet Ave and Sherman Way	201	891	70	687	61	726	243	818
89	Variei Ave and Sherman Way	13	1265	0	900	2	897	42	1236
90	Owensmouth Ave and Gault St	592	1	135	0	135	0	592	1
91	Owensmouth Ave and Hart St	592	28	139	59	135	1	677	6
92	De Soto Ave and Hart St	1191	0	745	0	745	0	1191	0
93	Mason Ave and Vanowen St	1082	1073	1192	364	605	853	1741	513
94	Don Pio Dr and Ventura Blvd	0	358	238	826	0	465	360	596
95	Owensmouth Ave and Saticoy St	374	475	122	502	246	484	246	499
96	Canoga Ave and Saticoy St	822	1039	545	429	549	899	840	545
97	Variei Ave and Saticoy St	0	868	50	721	0	673	47	919
98	De Soto Ave and Saticoy St	1251	694	1014	673	1136	413	1214	868
99	Shoup Ave and Valerio St	800	263	467	0	448	335	747	0
100	Topanga Canyon Blvd and Valerio St	1020	0	808	0	808	0	1020	0
101	Canoga Ave and Valerio St	840	97	435	163	545	53	797	140
102	Lurline Ave and Sherman Way	264	2217	0	1562	185	1826	0	2031
103	Mason Ave and Sherman Way	979	2669	706	1826	654	2226	1082	2217
104	Owensmouth Ave and Wyandotte St	246	75	128	29	122	36	269	50
105	Sale Ave and Vanowen St	0	202	0	262	0	262	0	202
106	Winnetka Ave and Vanowen St	1002	734	435	818	600	540	912	937
107	Sale Ave and Victory Blvd	353	565	0	804	252	980	0	490
108	Winnetka Ave and Victory Blvd	893	1696	735	1287	435	1276	1186	1713
109	Winnetka Ave and Busway	912	0	435	2	435	0	893	21
110	Fallbrook Ave and Oxnard St	953	219	649	241	729	585	601	148
111	Winnetka Ave and Calvert St	1186	0	735	0	735	0	1186	0
112	Winnetka Ave and Oxnard St	1186	304	621	288	735	200	929	536
113	Fallbrook Ave and Burbank Blvd	601	410	477	891	649	617	744	369
114	Winnetka Ave and Hatteras St	929	44	624	0	621	3	973	0
115	Winnetka Ave and Clark St	973	0	737	95	624	0	1020	162
116	Winnetka Ave and 101 Ventura Fwy WB	1020	613	464	0	737	0	1026	334
117	Winnetka Ave and 101 Ventura Fwy EB	1026	0	504	316	464	607	775	0
118	Winnetka Ave and Ventura Blvd	775	1439	642	541	504	819	959	1113
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mullholland Dr	665	166	504	759	1236	97	681	81
121	Fallbrook Ave and Ventura Blvd	858	341	997	113	588	716	354	651
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	115	651	412	205	170	113	692	408
123	Tampa Ave and Ventura Blvd	1137	1225	162	1025	293	1871	183	1204
124	Tampa Ave and 101 Ventura Fwy EB	791	0	293	546	493	0	1137	0
125	Tampa Ave and 101 Ventura Fwy WB	991	700	493	0	802	0	791	591
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	1293	270	1871	1236	809	162	1225
127	Topham St/Busway and Victory Blvd	0	1089	606	1276	0	680	596	1696
128	Corbin Ave and Victory Blvd	1273	1105	979	680	732	852	1364	1089
129	Tampa Ave and Victory Blvd	566	1370	447	933	332	1160	635	1189
130	Burbank Blvd and Ventura Blvd	494	863	459	1597	121	764	1079	1449
131	Reseda Blvd and Burbank Blvd	1149	1013	687	121	242	1159	1075	494
132	Reseda Blvd and 101 Ventura Fwy EB	1048	0	242	501	643	0	1149	0
133	Reseda Blvd and 101 Ventura Fwy WB	1106	571	643	0	830	0	1048	441
134	101 Ventura Fwy EB and Burbank Blvd	0	1013	0	1159	0	422	736	1013
135	Canoga Ave and Nordhoff St	335	1062	464	636	216	1077	608	596
136	De Soto Ave and Nordhoff St	1416	593	679	1077	1360	648	695	1062
137	Topanga Canyon Blvd and Parthenia St	1599	967	1631	0	1614	859	1724	0
138	Canoga Ave and Parthenia St	608	763	537	1039	464	806	666	1011
139	De Soto Ave and Parthenia St	1021	457	987	542	1094	446	992	476
140	Fallbrook Ave and Roscoe Blvd	306	598	608	444	270	731	649	305
141	Shoup Ave and Roscoe Blvd	459	935	354	731	316	1051	514	598
142	Canoga Ave and Roscoe Blvd	845	983	399	679	672	903	639	696
143	De Soto Ave and Roscoe Blvd	902	919	1039	1038	838	734	1230	1096
144	Mason Ave and Roscoe Blvd	1140	932	1070	734	966	877	1114	919
145	Winnetka Ave and Roscoe Blvd	820	992	984	877	836	927	977	932
146	Fallbrook Ave and Saticoy St	773	252	873	372	683	356	1060	171
147	Shoup Ave and Saticoy St	412	483	448	617	270	512	800	378
148	Mason Ave and Saticoy St	1185	854	884	592	848	692	1132	844
149	Winnetka Ave and Saticoy St	829	1077	864	828	732	965	1120	782
150	Fallbrook Av and Sherman Way	831	595	733	880	681	799	960	599
151	Winnetka Ave and Sherman Way	967	2614	689	1944	722	2072	1146	2275
152	Woodlake Ave and Burbank Blvd	298	369	373	669	296	891	317	204

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 - 2035 WITH PROECT AM NO VICTORY BLVD FUTURE BASE CORRIDOR
IMPRV. MODEL GROWTH

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	206	168	16	3	43	24	236	90
2	Canoga Ave and Vanowen St	201	317	172	-7	125	114	317	128
3	De Soto Ave and Vanowen St	233	196	44	202	182	118	176	199
4	Topanga Canyon Blvd and Victory Blvd	215	57	-45	18	-40	-36	255	65
5	Canoga Ave and Victory Blvd	208	317	-28	326	-8	136	275	420
6	De Soto Ave and Victory Blvd	311	456	100	276	65	301	265	511
7	Topanga Canyon Blvd and Erwin St	5	58	139	198	38	22	137	202
8	Owensmouth Ave and Erwin St	298	264	105	245	67	190	95	560
9	Canoga Ave and Erwin St	421	165	75	140	215	187	122	277
10	Variel Ave and Erwin St	264	0	67	121	87	3	183	181
11	De Soto Ave and Erwin St	280	0	106	87	201	0	190	80
12	Topanga Canyon Blvd and Oxnard St	0	154	305	67	114	238	152	22
13	Canoga Ave and Oxnard St	142	190	240	119	120	239	178	155
14	De Soto Ave and Oxnard St	255	104	142	54	172	21	322	39
15	Topanga Canyon Blvd and Califa St	104	64	218	0	334	69	-17	0
16	Owensmouth Ave and Califa St	6	165	81	133	76	170	81	58
17	Canoga Ave and Califa St	262	119	199	168	258	169	196	124
18	De Soto Ave and Califa St	299	0	75	75	151	0	185	113
19	101 Ventura Fwy WB and Burbank Blvd	0	-7	0	18	0	18	7	-14
20	Topanga Canyon Blvd and Burbank Blvd	-16	132	305	19	207	156	82	-5
21	Owensmouth Ave and Burbank Blvd	70	88	0	178	94	78	0	166
22	Canoga Ave and Burbank Blvd	223	-1	190	73	244	-6	274	-26
23	De Soto Ave and Burbank Blvd (N)	227	0	85	44	138	0	80	138
24	Canoga Ave and 101 Ventura Fwy WB	-3	14	99	0	121	0	-10	0
25	De Soto Ave 101 Ventura Fwy WB	186	6	209	0	276	0	131	-6
26	Canoga Ave and 101 Ventura Fwy EB	-10	0	80	0	99	9	-38	0
27	De Soto Ave and 101 Ventura Fwy EB	131	0	91	56	209	60	10	0
28	Topanga Canyon Blvd and Nordhoff St	832	40	28	-761	1227	22	48	-1160
29	Topanga Canyon Blvd and Roscoe Blvd	111	190	-72	1	-1	94	21	119
30	Topanga Canyon Blvd and Satcoy St	103	48	17	4	40	11	82	39
31	Shoup Ave and Sherman Way	56	36	22	-2	5	-10	93	24
32	Topanga Canyon Blvd and Sherman Way	100	47	21	-10	10	-9	122	36
33	Owensmouth Ave and Sherman Way	61	181	64	20	15	69	181	61
34	Canoga Ave and Sherman Way	96	256	117	0	64	64	151	189
35	De Soto Ave and Sherman Way	34	354	83	86	-19	161	60	354
36	Fallbrook Ave and Vanowen St	39	67	-4	13	-29	48	51	46
37	Shoup Ave and Vanowen St	93	77	9	48	22	6	134	67
38	Owensmouth Ave and Vanowen St	298	216	25	93	106	76	339	110
39	Variel Ave and Vanowen St	0	197	41	114	0	102	18	231
40	Topanga Canyon Blvd and Kittridge St	238	0	6	10	15	0	174	65
41	Woodlake Ave and Victory Blvd	344	17	2	-268	163	48	14	-131
42	Fallbrook Ave and Victory Blvd	329	40	0	-206	272	77	54	-240
43	Shoup Ave and Victory Blvd	137	66	34	100	17	106	155	59
44	Westfield Way (Pvt) and Victory Blvd	23	488	-3	-27	8	-44	-28	545
45	Owensmouth Ave and Victory Blvd	578	168	179	-44	97	39	257	488
46	Variel Ave and Victory Blvd	0	366	118	229	0	195	305	212
47	Mason Ave and Victory Blvd	164	103	0	301	81	31	0	456
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	339	-26	283	100	25	-54	709	15
49	Shoup Ave and Erwin St	155	41	78	0	34	140	100	0
50	Shoup Ave and Oxnard St	72	56	77	86	64	142	72	13
51	Owensmouth Ave and Oxnard St	6	122	132	147	28	55	90	234
52	Shoup Ave and Burbank Blvd	32	5	150	6	104	59	15	15
53	Shoup Ave and Ventura Blvd	15	67	96	83	150	30	46	33
54	101 Ventura Fwy EB and Ventura Blvd	0	70	27	59	39	50	0	67
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	82	-12	271	0	305	0	37	0
56	Topanga Canyon Blvd and Ventura Blvd	37	66	191	50	250	-14	37	70
57	Canoga Ave and Ventura Blvd	-38	146	46	-10	80	9	12	46
58	De Soto Ave/Serrania Ave and Ventura Blvd	10	327	15	-24	91	66	39	133
59	Topanga Canyon Blvd and Martinez St	-72	-102	162	0	65	-106	29	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	317	-13	65	134	172	-87	338	81
61	De Soto Ave and Kittridge St	176	34	65	118	44	22	311	16
62	Topanga Canyon Blvd and Village Dwy	255	-76	223	53	-45	-278	608	170
63	Canoga Ave and Trillium Dwy (Pvt)	275	124	215	-32	-28	67	421	122
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Av	185	24	138	54	75	12	227	86
65	Canoga Ave and Warner Ranch Rd (Pvt)	196	53	244	-59	199	14	223	-2
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	80	-2	-79	-101	85	-10	88	-264
67	Owensmouth Ave and Promenade Dwy (Pvt)	95	27	28	8	105	38	6	9
68	Owensmouth Ave and West Valley Way (Pvt)	257	38	67	94	179	115	298	-137
69	Canoga Ave and Busway	-899	0	-500	0	-500	0	-899	0
70	AMC Dwy and Oxnard St	-70	234	-11	549	-52	147	-42	651
71	Eton Ave and Vanowen St	0	231	86	114	0	114	0	317
72	Independence Ave and Vanowen St	0	199	99	102	0	202	3	197
73	Variel Ave and Kittridge St	18	0	134	0	41	6	18	86
74	Variel Ave and Oxnard St	212	76	37	17	104	99	85	53
75	Variel Ave and Califa St	48	-1	0	21	41	34	0	-9
76	Warner Center Lane and Burbank Blvd	23	138	0	43	-4	44	0	164

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 - 2035 WITH PROECT AM NO VICTORY BLVD FUTURE BASE CORRIDOR
IMPRV. MODEL GROWTH

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	186	87	276	0	364	-1	186	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	-14	0	-21	0	-21	0	-14
79	Owensmouth Ave and Marylee St	81	-8	93	-8	81	-3	81	-1
80	Topanga Canyon Blvd and Marylee St	-13	21	251	-30	232	14	-10	-8
81	Topanga Canyon Blvd and Calvert St	137	88	114	93	139	283	0	10
82	Topanga Canyon Blvd and Bassett St	208	0	43	1	45	0	206	2
83	Randi Ave and Victory Blvd	65	4	-22	106	10	74	2	66
84	Glade Ave and Erwin St	5	11	14	177	-71	184	40	54
85	Randi Ave/Nevada Ave and Erwin St	0	60	37	142	0	182	8	49
86	Topanga Canyon Blvd and Clarendon St	-1146	0	-1644	0	-1644	0	-1146	0
87	Jordan Ave and Sherman Way	114	129	-29	-9	59	33	36	75
88	Remmet Ave and Sherman Way	-217	52	2	39	-255	-142	144	130
89	Variei Ave and Sherman Way	-69	354	0	64	-23	86	27	258
90	Owensmouth Ave and Gault St	181	0	64	-4	64	-2	179	0
91	Owensmouth Ave and Hart St	179	22	66	41	64	1	238	5
92	De Soto Ave and Hart St	289	-55	182	0	224	-41	233	0
93	Mason Ave and Vanowen St	49	200	66	117	0	97	143	192
94	Don Pio Dr and Ventura Blvd	0	46	20	-14	0	-10	-5	66
95	Owensmouth Ave and Saticoy St	45	66	9	19	35	-4	38	72
96	Canoga Ave and Saticoy St	92	150	108	17	83	42	138	101
97	Variei Ave and Saticoy St	0	196	6	32	0	31	0	203
98	De Soto Ave and Saticoy St	93	117	-10	31	45	-35	25	196
99	Shoup Ave and Valerio St	72	3	5	0	2	22	56	0
100	Topanga Canyon Blvd and Valerio St	82	0	17	0	17	0	82	0
101	Canoga Ave and Valerio St	138	-16	76	3	108	-29	180	-58
102	Lurline Ave and Sherman Way	0	334	0	161	-20	161	0	354
103	Mason Ave and Sherman Way	-275	733	-5	161	-105	334	49	334
104	Owensmouth Ave and Wyandotte St	38	62	15	7	9	14	61	37
105	Sale Ave and Vanowen St	0	67	0	48	0	48	0	67
106	Winnetka Ave and Vanowen St	69	179	18	55	12	92	74	144
107	Sale Ave and Victory Blvd	14	59	0	77	10	100	0	40
108	Winnetka Ave and Victory Blvd	52	224	72	20	18	78	15	255
109	Winnetka Ave and Busway	74	0	18	0	18	0	52	21
110	Fallbrook Ave and Oxnard St	54	26	71	33	0	86	66	34
111	Winnetka Ave and Calvert St	15	-23	-202	-41	72	-2	-24	-297
112	Winnetka Ave and Oxnard St	-24	-40	-30	53	-202	18	49	94
113	Fallbrook Ave and Burbank Blvd	66	40	-7	4	71	2	18	11
114	Winnetka Ave and Hatteras St	49	22	-33	0	-30	-2	70	0
115	Winnetka Ave and Clark St	70	0	-3	-8	-33	0	14	80
116	Winnetka Ave and 101 Ventura Fwy WB	14	13	30	0	-3	0	48	12
117	Winnetka Ave and 101 Ventura Fwy EB	48	0	-18	-7	30	-6	0	0
118	Winnetka Ave and Ventura Blvd	0	165	125	-132	-18	-51	186	39
119	Sale Ave and Ventura Blvd	0	-308	0	-633	0	-633	0	-308
120	Topanga Canyon Blvd and Mullholland Dr	-32	-14	83	42	94	17	-48	17
121	Fallbrook Ave and Ventura Blvd	13	33	74	29	-12	83	23	55
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	-5	55	-10	28	17	29	37	-15
123	Tampa Ave and Ventura Blvd	29	163	15	-31	-15	16	30	146
124	Tampa Ave and 101 Ventura Fwy EB	22	0	-15	-35	-58	0	29	0
125	Tampa Ave and 101 Ventura Fwy WB	43	-36	-58	0	-32	0	22	-40
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	187	-2	16	3	3	32	163
127	Topham St/Busway and Victory Blvd	0	187	36	78	0	84	-5	224
128	Corbin Ave and Victory Blvd	74	161	2	84	40	-7	102	187
129	Tampa Ave and Victory Blvd	27	168	-19	62	22	49	-13	181
130	Burbank Blvd and Ventura Blvd	26	81	9	-20	-8	0	-11	115
131	Reseda Blvd and Burbank Blvd	-55	45	39	-8	-21	-24	40	26
132	Reseda Blvd and 101 Ventura Fwy EB	21	0	-21	4	61	0	-55	0
133	Reseda Blvd and 101 Ventura Fwy WB	8	-10	61	0	42	0	21	-5
134	101 Ventura Fwy EB and Burbank Blvd	0	45	0	-24	0	-19	-6	45
135	Canoga Ave and Nordhoff St	35	120	9	2	44	-26	112	36
136	De Soto Ave and Nordhoff St	63	75	48	-26	29	-36	47	120
137	Topanga Canyon Blvd and Parthenia St	-91	206	-48	0	-104	64	108	0
138	Canoga Ave and Parthenia St	112	63	54	35	9	72	71	112
139	De Soto Ave and Parthenia St	76	37	36	41	66	-4	100	28
140	Fallbrook Ave and Roscoe Blvd	-3	79	-16	-17	-22	-14	33	45
141	Shoup Ave and Roscoe Blvd	18	83	21	-14	11	-1	20	79
142	Canoga Ave and Roscoe Blvd	105	85	-67	5	84	-9	-13	70
143	De Soto Ave and Roscoe Blvd	-86	99	26	126	-109	-6	81	198
144	Mason Ave and Roscoe Blvd	85	167	69	-6	57	69	89	99
145	Winnetka Ave and Roscoe Blvd	52	143	45	69	13	56	72	167
146	Fallbrook Ave and Saticoy St	49	26	13	4	-20	11	68	32
147	Shoup Ave and Saticoy St	23	68	2	21	13	-10	72	38
148	Mason Ave and Saticoy St	86	196	59	-9	50	49	111	123
149	Winnetka Ave and Saticoy St	63	172	20	38	26	39	49	180
150	Fallbrook Av and Sherman Way	53	24	-29	63	15	-2	39	59
151	Winnetka Ave and Sherman Way	-163	523	15	162	-137	307	28	339
152	Woodlake Ave and Burbank Blvd	4	11	42	-23	-8	4	24	12

APPENDIX G.4 - VOLUME DEVELOPMENT

ADJUSTED 2035 AM (EXISTING COUNTS + 2035 WITH PROJECT NO VICTORY BLVD
FUTURE BASE CORRIDOR IMPRV. MODEL GROWTH)

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1832	1018	977	969	1021	1061	1839	875
2	Canoga Ave and Vanowen St	1252	1325	1051	1087	1139	1163	1535	872
3	De Soto Ave and Vanowen St	1708	1540	1015	1262	1187	1253	1628	1457
4	Topanga Canyon Blvd and Victory Blvd	1776	992	1097	1113	958	1268	1876	906
5	Canoga Ave and Victory Blvd	1481	1537	948	1373	917	1192	1694	1516
6	De Soto Ave and Victory Blvd	1820	2293	1024	1336	957	1460	2044	2011
7	Topanga Canyon Blvd and Erwin St	1643	276	1364	696	1118	679	1773	408
8	Owensmouth Ave and Erwin St	1128	613	536	822	594	755	872	878
9	Canoga Ave and Erwin St	1811	414	1242	554	1376	502	1480	663
10	Variel Ave and Erwin St	686	346	279	412	346	300	510	569
11	De Soto Ave and Erwin St	2537	49	1561	248	1543	31	2422	397
12	Topanga Canyon Blvd and Oxnard St	1583	531	1714	838	1353	1029	1890	394
13	Canoga Ave and Oxnard St	1452	736	1501	700	1357	788	1495	750
14	De Soto Ave and Oxnard St	2559	788	1598	319	1588	229	2661	785
15	Topanga Canyon Blvd and Califa St	1973	88	1868	0	1820	330	1796	0
16	Owensmouth Ave and Califa St	440	308	569	353	555	514	453	148
17	Canoga Ave and Califa St	1573	266	1837	387	1637	435	1455	535
18	De Soto Ave and Califa St	2591	0	1778	120	1603	0	2379	507
19	101 Ventura Fwy WB and Burbank Blvd	0	1168	0	772	0	641	1032	274
20	Topanga Canyon Blvd and Burbank Blvd	1751	683	2454	687	1651	1168	1631	1114
21	Owensmouth Ave and Burbank Blvd	534	669	166	1148	497	944	242	836
22	Canoga Ave and Burbank Blvd	1473	393	2106	910	2155	789	1333	637
23	De Soto Ave and Burbank Blvd (N)	2294	0	1778	305	1775	0	1625	977
24	Canoga Ave and 101 Ventura Fwy WB	1018	1178	1263	0	1102	981	1201	183
25	De Soto Ave 101 Ventura Fwy WB	1793	750	1712	0	2203	0	1352	706
26	Canoga Ave and 101 Ventura Fwy EB	1136	0	1243	0	1039	610	758	0
27	De Soto Ave and 101 Ventura Fwy EB	1404	0	963	1136	1633	1095	776	0
28	Topanga Canyon Blvd and Nordhoff St	2858	439	1572	228	2669	612	1999	214
29	Topanga Canyon Blvd and Roscoe Blvd	2284	1424	1175	1573	1524	1242	1599	2023
30	Topanga Canyon Blvd and Satcoy St	1950	845	1170	973	1127	1091	1801	919
31	Shoup Ave and Sherman Way	1282	1048	994	1253	923	1041	1503	1118
32	Topanga Canyon Blvd and Sherman Way	2107	1628	1210	1130	1202	1067	2347	1459
33	Owensmouth Ave and Sherman Way	799	1588	326	962	232	1025	1129	1289
34	Canoga Ave and Sherman Way	1335	1852	960	1065	975	1142	1371	1723
35	De Soto Ave and Sherman Way	1769	1705	1092	1318	1038	1409	1790	1665
36	Fallbrook Ave and Vanowen St	1759	67	1286	146	1357	48	1739	140
37	Shoup Ave and Vanowen St	1450	899	913	988	987	880	1483	902
38	Owensmouth Ave and Vanowen St	1400	1403	266	1085	404	1072	1510	1167
39	Variel Ave and Vanowen St	43	1506	116	1000	34	989	111	1530
40	Topanga Canyon Blvd and Kittridge St	1862	48	960	59	971	70	1801	87
41	Woodlake Ave and Victory Blvd	685	713	217	1242	325	1420	310	664
42	Fallbrook Ave and Victory Blvd	1853	880	1054	1233	1324	1200	1685	845
43	Shoup Ave and Victory Blvd	1578	950	867	1325	879	1152	1754	935
44	Westfield Way (Pvt) and Victory Blvd	44	1393	26	1204	41	1161	58	1449
45	Owensmouth Ave and Victory Blvd	1738	1220	484	1279	412	1390	1458	1417
46	Variel Ave and Victory Blvd	0	2110	277	1452	0	1361	799	1678
47	Mason Ave and Victory Blvd	1629	2047	180	2433	494	2081	651	3063
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	1419	0	580	106	280	0	1790	62
49	Shoup Ave and Erwin St	1567	210	916	33	907	418	1389	12
50	Shoup Ave and Oxnard St	1277	1496	920	837	997	941	1168	1424
51	Owensmouth Ave and Oxnard St	803	632	475	980	504	693	1032	661
52	Shoup Ave and Burbank Blvd	902	256	815	464	828	587	720	302
53	Shoup Ave and Ventura Blvd	1051	1235	629	1173	852	1731	319	1184
54	101 Ventura Fwy EB and Ventura Blvd	0	1166	1512	1794	960	2390	23	1099
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	1588	399	2007	515	2440	0	2058	0
56	Topanga Canyon Blvd and Ventura Blvd	1115	1080	1767	1898	2273	1478	1224	898
57	Canoga Ave and Ventura Blvd	721	1311	683	1867	1240	1516	420	1361
58	De Soto Ave/Serrania Ave and Ventura Blvd	1215	1948	493	1486	971	2062	322	1764
59	Topanga Canyon Blvd and Martinez St	1383	22	1279	144	1290	22	1424	24
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1873	4	906	150	1001	24	1840	143
61	De Soto Ave and Kittridge St	1942	179	992	328	976	78	2229	158
62	Topanga Canyon Blvd and Village Dwy	1823	5	1188	53	961	14	2171	170
63	Canoga Ave and Trillium Dwy (Pvt)	1846	175	1466	0	950	619	1792	122
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Av	2412	53	1943	67	1782	158	2314	220
65	Canoga Ave and Warner Ranch Rd (Pvt)	1444	93	2174	18	2007	445	1213	7
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1677	315	1835	88	1866	212	1685	245
67	Owensmouth Ave and Promenade Dwy (Pvt)	907	30	444	33	454	116	767	77
68	Owensmouth Ave and West Valley Way (Pvt)	1418	38	424	101	487	115	1227	288
69	Canoga Ave and Busway	1373	17	897	0	883	17	1387	0
70	AMC Dwy and Oxnard St	22	634	79	1450	65	969	158	1008
71	Eton Ave and Vanowen St	8	1616	110	1002	21	959	63	1693
72	Independence Ave and Vanowen St	74	1561	183	974	30	1114	114	1536
73	Variel Ave and Kittridge St	49	100	174	73	142	94	41	118
74	Variel Ave and Oxnard St	489	808	114	453	335	468	302	758
75	Variel Ave and Califa St	182	274	8	101	172	96	22	281
76	Warner Center Lane and Burbank Blvd	87	660	0	663	138	562	0	714

APPENDIX G.4 - VOLUME DEVELOPMENT

ADJUSTED 2035 AM (EXISTING COUNTS + 2035 WITH PROJECT NO VICTORY BLVD
FUTURE BASE CORRIDOR IMPRV. MODEL GROWTH)

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	1731	240	2318	0	2428	138	1724	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	27	476	0	716	315	613	0	291
79	Owensmouth Ave and Marylee St	455	22	532	102	564	12	490	33
80	Topanga Canyon Blvd and Marylee St	1791	45	1904	0	1884	77	1753	0
81	Topanga Canyon Blvd and Calvert St	1879	99	1456	168	1409	317	1754	122
82	Topanga Canyon Blvd and Bassett St	1928	0	1329	134	1402	0	1894	96
83	Randi Ave and Victory Blvd	98	710	105	1320	42	1300	77	791
84	Glade Ave and Erwin St	94	175	101	608	62	673	110	204
85	Randi Ave/Nevada Ave and Erwin St	115	216	103	475	46	573	74	216
86	Topanga Canyon Blvd and Clarendon St	1442	120	1937	562	2492	195	1211	163
87	Jordan Ave and Sherman Way	206	1372	166	1023	189	1048	126	1364
88	Remmet Ave and Sherman Way	48	1375	73	1004	45	989	273	1374
89	Variel Ave and Sherman Way	191	1771	208	1014	167	1046	195	1729
90	Owensmouth Ave and Gault St	978	86	316	66	327	47	1031	39
91	Owensmouth Ave and Hart St	985	108	329	190	318	42	1135	117
92	De Soto Ave and Hart St	1873	132	1330	135	1381	61	1909	105
93	Mason Ave and Vanowen St	1142	1458	461	1160	550	1083	1266	1322
94	Don Pio Dr and Ventura Blvd	104	960	133	1560	92	1651	97	917
95	Owensmouth Ave and Saticoy St	499	1359	245	1174	292	1164	607	1220
96	Canoga Ave and Saticoy St	1376	1518	944	1185	984	1121	1551	1364
97	Variel Ave and Saticoy St	171	1522	145	1035	100	1043	101	1629
98	De Soto Ave and Saticoy St	1607	1628	1006	1193	983	1174	1547	1755
99	Shoup Ave and Valerio St	1116	89	835	100	811	80	1203	46
100	Topanga Canyon Blvd and Valerio St	1615	226	1300	102	1359	152	1599	133
101	Canoga Ave and Valerio St	1526	405	856	141	972	152	1606	269
102	Lurline Ave and Sherman Way	143	1810	84	1124	95	1211	82	1793
103	Mason Ave and Sherman Way	1344	2212	608	1180	688	1339	1288	1852
104	Owensmouth Ave and Wyandotte St	667	87	227	110	214	39	736	101
105	Sale Ave and Vanowen St	40	767	117	856	22	942	93	723
106	Winnetka Ave and Vanowen St	1504	1489	935	1080	882	1192	1509	1426
107	Sale Ave and Victory Blvd	87	810	43	1066	122	1085	37	762
108	Winnetka Ave and Victory Blvd	1557	2308	1173	1562	935	1735	1598	2330
109	Winnetka Ave and Busway	1532	13	906	18	906	18	1510	34
110	Fallbrook Ave and Oxnard St	1782	353	1245	326	1180	604	1723	201
111	Winnetka Ave and Calvert St	1537	138	1178	102	1149	0	1399	464
112	Winnetka Ave and Oxnard St	1367	312	1175	534	1245	361	1249	641
113	Fallbrook Ave and Burbank Blvd	1781	356	1065	615	1291	494	1540	484
114	Winnetka Ave and Hatteras St	1197	79	1142	22	1133	48	1237	21
115	Winnetka Ave and Clark St	1280	0	1200	244	1208	3	1396	141
116	Winnetka Ave and 101 Ventura Fwy WB	1346	753	888	0	1201	0	1179	610
117	Winnetka Ave and 101 Ventura Fwy EB	1114	0	645	681	912	507	1003	0
118	Winnetka Ave and Ventura Blvd	1033	1273	527	1617	677	1756	746	1206
119	Sale Ave and Ventura Blvd	43	1161	23	1101	40	1102	61	1125
120	Topanga Canyon Blvd and Mullholland Dr	1481	174	643	934	1230	107	1044	854
121	Fallbrook Ave and Ventura Blvd	1418	1066	843	486	1041	1085	497	1202
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	336	1106	130	467	203	445	798	593
123	Tampa Ave and Ventura Blvd	1013	1438	210	1894	465	2377	238	1460
124	Tampa Ave and 101 Ventura Fwy EB	869	0	466	480	810	0	1012	0
125	Tampa Ave and 101 Ventura Fwy WB	1348	537	811	0	947	0	870	858
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	1533	495	2333	660	2047	194	1458
127	Topham St/Busway and Victory Blvd	18	1984	400	1721	15	1272	486	2357
128	Corbin Ave and Victory Blvd	1256	1937	719	1278	793	1369	1071	1965
129	Tampa Ave and Victory Blvd	1550	1723	885	1593	861	1820	1220	1845
130	Burbank Blvd and Ventura Blvd	511	877	367	1699	323	1547	348	1235
131	Reseda Blvd and Burbank Blvd	1798	914	814	529	801	1358	1225	653
132	Reseda Blvd and 101 Ventura Fwy EB	1516	0	754	445	972	0	1779	0
133	Reseda Blvd and 101 Ventura Fwy WB	1674	782	964	0	919	0	1550	945
134	101 Ventura Fwy EB and Burbank Blvd	0	1039	0	1510	0	643	867	1039
135	Canoga Ave and Nordhoff St	762	1028	953	748	797	1090	986	644
136	De Soto Ave and Nordhoff St	2381	1073	1534	989	1650	940	1925	1472
137	Topanga Canyon Blvd and Parthenia St	1821	831	1823	0	1563	453	2376	49
138	Canoga Ave and Parthenia St	960	1283	957	642	938	786	1258	860
139	De Soto Ave and Parthenia St	1759	1312	1408	851	1562	796	1730	1246
140	Fallbrook Ave and Roscoe Blvd	278	1477	744	895	509	1115	856	913
141	Shoup Ave and Roscoe Blvd	342	1689	677	1163	187	1482	753	1437
142	Canoga Ave and Roscoe Blvd	1367	1287	779	1076	935	1050	1288	1195
143	De Soto Ave and Roscoe Blvd	1482	1079	923	986	1158	636	1474	1230
144	Mason Ave and Roscoe Blvd	1408	1291	1013	1101	1107	1118	1322	1259
145	Winnetka Ave and Roscoe Blvd	1274	1235	1141	1092	1109	1127	1280	1225
146	Fallbrook Ave and Saticoy St	949	598	837	764	730	643	1257	537
147	Shoup Ave and Saticoy St	832	875	719	656	734	578	1112	667
148	Mason Ave and Saticoy St	1536	1353	817	1144	897	1128	1498	1319
149	Winnetka Ave and Saticoy St	1349	1298	1020	1133	1014	1183	1285	1319
150	Fallbrook Av and Sherman Way	1389	906	1027	1118	942	1018	1452	1001
151	Winnetka Ave and Sherman Way	1396	1991	935	1319	994	1437	1481	1703
152	Woodlake Ave and Burbank Blvd	333	502	278	574	237	603	309	521

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL FUTURE WITH PROJECT UNMITIGATED AM LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	977	1,839	1,832	1,021	969	875	1,018	1,061
2	Canoga Ave and Vanowen St	1,051	1,535	1,252	1,139	1,087	872	1,325	1,163
3	De Soto Ave and Vanowen St	1,015	1,628	1,708	1,187	1,262	1,457	1,540	1,253
4	Topanga Canyon Blvd and Victory Blvd	1,097	1,876	1,776	958	1,113	906	992	1,268
5	Canoga Ave and Victory Blvd	948	1,694	1,481	917	1,373	1,516	1,537	1,192
6	De Soto Ave and Victory Blvd	1,024	2,044	1,820	957	1,336	2,011	2,293	1,460
7	Topanga Canyon Blvd and Erwin St	1,364	1,773	1,643	1,118	696	408	276	679
8	Owensmouth Ave and Erwin St	536	872	1,128	594	822	878	613	755
9	Canoga Ave and Erwin St	1,242	1,480	1,811	1,376	554	663	414	502
10	Variel Ave and Erwin St	279	510	686	346	412	569	346	300
11	De Soto Ave and Erwin St	1,561	2,422	2,537	1,543	248	397	49	31
12	Topanga Canyon Blvd and Oxnard St	1,714	1,890	1,583	1,353	838	394	531	1,029
13	Canoga Ave and Oxnard St	1,501	1,495	1,452	1,357	700	750	736	788
14	De Soto Ave and Oxnard St	1,598	2,661	2,559	1,588	319	785	788	229
15	Topanga Canyon Blvd and Califa St	1,868	1,796	1,973	1,820	0	0	88	330
16	Owensmouth Ave and Califa St	569	453	440	555	353	148	308	514
17	Canoga Ave and Califa St	1,837	1,455	1,573	1,637	387	535	266	435
18	De Soto Ave and Califa St	1,778	2,379	2,591	1,603	120	507	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,032	0	0	772	274	1,168	641
20	Topanga Canyon Blvd and Burbank Blvd	2,454	1,631	1,751	1,651	687	1,114	683	1,168
21	Owensmouth Ave and Burbank Blvd	166	242	534	497	1,148	836	669	944
22	Canoga Ave and Burbank Blvd	2,106	1,333	1,473	2,155	910	637	393	789
23	De Soto Ave and Burbank Blvd (N)	1,778	1,625	2,294	1,775	305	977	0	0
24	Canoga Ave and 101 Ventura Fwy WB	1,263	1,201	1,018	1,102	0	183	1,178	981
25	De Soto Ave 101 Ventura Fwy WB	1,712	1,352	1,793	2,203	0	706	750	0
26	Canoga Ave and 101 Ventura Fwy EB	1,243	758	1,136	1,039	0	0	0	610
27	De Soto Ave and 101 Ventura Fwy EB	963	776	1,404	1,633	1,136	0	0	1,095
28	Topanga Canyon Blvd and Nordhoff St	1,572	1,999	2,858	2,669	228	214	439	612
29	Topanga Canyon Blvd and Roscoe Blvd	1,175	1,599	2,284	1,524	1,573	2,023	1,424	1,242
30	Topanga Canyon Blvd and Satcoy St	1,170	1,801	1,950	1,127	973	919	845	1,091
31	Shoup Ave and Sherman Way	994	1,503	1,282	923	1,253	1,118	1,048	1,041
32	Topanga Canyon Blvd and Sherman Way	1,210	2,347	2,107	1,202	1,130	1,459	1,628	1,067
33	Owensmouth Ave and Sherman Way	326	1,129	799	232	962	1,289	1,588	1,025
34	Canoga Ave and Sherman Way	960	1,371	1,335	975	1,065	1,723	1,852	1,142
35	De Soto Ave and Sherman Way	1,092	1,790	1,769	1,038	1,318	1,665	1,705	1,409
36	Fallbrook Ave and Vanowen St	1,286	1,739	1,759	1,357	146	140	67	48
37	Shoup Ave and Vanowen St	913	1,483	1,450	987	988	902	899	880
38	Owensmouth Ave and Vanowen St	266	1,510	1,400	404	1,085	1,167	1,403	1,072
39	Variel Ave and Vanowen St	116	111	43	34	1,000	1,530	1,506	989
40	Topanga Canyon Blvd and Kittridge St	960	1,801	1,862	971	59	87	48	70
41	Woodlake Ave and Victory Blvd	217	310	685	325	1,242	664	713	1,420
42	Fallbrook Ave and Victory Blvd	1,054	1,685	1,853	1,324	1,233	845	880	1,200
43	Shoup Ave and Victory Blvd	867	1,754	1,578	879	1,325	935	950	1,152
44	Westfield Way (Pvt) and Victory Blvd	26	58	44	41	1,204	1,449	1,393	1,161
45	Owensmouth Ave and Victory Blvd	484	1,458	1,738	412	1,279	1,417	1,220	1,390
46	Variel Ave and Victory Blvd	277	799	0	0	1,452	1,678	2,110	1,361
47	Mason Ave and Victory Blvd	180	651	1,629	494	2,433	3,063	2,047	2,081
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	580	1,790	1,419	280	106	62	0	0
49	Shoup Ave and Erwin St	916	1,389	1,567	907	33	12	210	418
50	Shoup Ave and Oxnard St	920	1,168	1,277	997	837	1,424	1,496	941
51	Owensmouth Ave and Oxnard St	475	1,032	803	504	980	661	632	693
52	Shoup Ave and Burbank Blvd	815	720	902	828	464	302	256	587
53	Shoup Ave and Ventura Blvd	629	319	1,051	852	1,173	1,184	1,235	1,731
54	101 Ventura Fwy EB and Ventura Blvd	1,512	23	0	960	1,794	1,099	1,166	2,390
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	2,007	2,058	1,588	2,440	515	0	399	0
56	Topanga Canyon Blvd and Ventura Blvd	1,767	1,224	1,115	2,273	1,898	898	1,080	1,478
57	Canoga Ave and Ventura Blvd	683	420	721	1,240	1,867	1,361	1,311	1,516
58	De Soto Ave/Serrania Ave and Ventura Blvd	493	322	1,215	971	1,486	1,764	1,948	2,062
59	Topanga Canyon Blvd and Martinez St	1,279	1,424	1,383	1,290	144	24	22	22
60	Canoga Ave and Rocketdyne Dwy (Pvt)	906	1,840	1,873	1,001	150	143	4	24
61	De Soto Ave and Kittridge St	992	2,229	1,942	976	328	158	179	78
62	Topanga Canyon Blvd and Village Dwy	1,188	2,171	1,823	961	53	170	5	14
63	Canoga Ave and Trillium Dwy (Pvt)	1,466	1,792	1,846	950	0	122	175	619
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Av	1,943	2,314	2,412	1,782	67	220	53	158
65	Canoga Ave and Warner Ranch Rd (Pvt)	2,174	1,213	1,444	2,007	18	7	93	445
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1,835	1,685	1,677	1,866	88	245	315	212
67	Owensmouth Ave and Promenade Dwy (Pvt)	444	767	907	454	33	77	30	116
68	Owensmouth Ave and West Valley Way (Pvt)	424	1,227	1,418	487	101	288	38	115
69	Canoga Ave and Busway	897	1,387	1,373	883	0	0	17	17
70	AMC Dwy and Oxnard St	79	158	22	65	1,450	1,008	634	969
71	Eton Ave and Vanowen St	110	63	8	21	1,002	1,693	1,616	959
72	Independence Ave and Vanowen St	183	114	74	30	974	1,536	1,561	1,114
73	Variel Ave and Kittridge St	174	41	49	142	73	118	100	94
74	Variel Ave and Oxnard St	114	302	489	335	453	758	808	468
75	Variel Ave and Califa St	8	22	182	172	101	281	274	96
76	Warner Center Lane and Burbank Blvd	0	0	87	138	663	714	660	562

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL FUTURE WITH PROJECT UNMITIGATED AM LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
77	De Soto Ave and Clark St	2,318	1,724	1,731	2,428	0	0	240	138
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	27	315	716	291	476	613
79	Owensmouth Ave and Marylee St	532	490	455	564	102	33	22	12
80	Topanga Canyon Blvd and Marylee St	1,904	1,753	1,791	1,884	0	0	45	77
81	Topanga Canyon Blvd and Calvert St	1,456	1,754	1,879	1,409	168	122	99	317
82	Topanga Canyon Blvd and Bassett St	1,329	1,894	1,928	1,402	134	96	0	0
83	Randi Ave and Victory Blvd	105	77	98	42	1,320	791	710	1,300
84	Glade Ave and Erwin St	101	110	94	62	608	204	175	673
85	Randi Ave/Nevada Ave and Erwin St	103	74	115	46	475	216	216	573
86	Topanga Canyon Blvd and Clarendon St	1,937	1,211	1,442	2,492	562	163	120	195
87	Jordan Ave and Sherman Way	166	126	206	189	1,023	1,364	1,372	1,048
88	Remmet Ave and Sherman Way	73	273	48	45	1,004	1,374	1,375	989
89	Variel Ave and Sherman Way	208	195	191	167	1,014	1,729	1,771	1,046
90	Owensmouth Ave and Gault St	316	1,031	978	327	66	39	86	47
91	Owensmouth Ave and Hart St	329	1,135	985	318	190	117	108	42
92	De Soto Ave and Hart St	1,330	1,909	1,873	1,381	135	105	132	61
93	Mason Ave and Vanowen St	461	1,266	1,142	550	1,160	1,322	1,458	1,083
94	Don Pio Dr and Ventura Blvd	133	97	104	92	1,560	917	960	1,651
95	Owensmouth Ave and Saticoy St	245	607	499	292	1,174	1,220	1,359	1,164
96	Canoga Ave and Saticoy St	944	1,551	1,376	984	1,185	1,364	1,518	1,121
97	Variel Ave and Saticoy St	145	101	171	100	1,035	1,629	1,522	1,043
98	De Soto Ave and Saticoy St	1,006	1,547	1,607	983	1,193	1,755	1,628	1,174
99	Shoup Ave and Valerio St	835	1,203	1,116	811	100	46	89	80
100	Topanga Canyon Blvd and Valerio St	1,300	1,599	1,615	1,359	102	133	226	152
101	Canoga Ave and Valerio St	856	1,606	1,526	972	141	269	405	152
102	Lurline Ave and Sherman Way	84	82	143	95	1,124	1,793	1,810	1,211
103	Mason Ave and Sherman Way	608	1,288	1,344	688	1,180	1,852	2,212	1,339
104	Owensmouth Ave and Wyandotte St	227	736	667	214	110	101	87	39
105	Sale Ave and Vanowen St	117	93	40	22	856	723	767	942
106	Winnetka Ave and Vanowen St	935	1,509	1,504	882	1,080	1,426	1,489	1,192
107	Sale Ave and Victory Blvd	43	37	87	122	1,066	762	810	1,085
108	Winnetka Ave and Victory Blvd	1,173	1,598	1,557	935	1,562	2,330	2,308	1,735
109	Winnetka Ave and Busway	906	1,510	1,532	906	18	34	13	18
110	Fallbrook Ave and Oxnard St	1,245	1,723	1,782	1,180	326	201	353	604
111	Winnetka Ave and Calvert St	1,178	1,399	1,537	1,149	102	464	138	0
112	Winnetka Ave and Oxnard St	1,175	1,249	1,367	1,245	534	641	312	361
113	Fallbrook Ave and Burbank Blvd	1,065	1,540	1,781	1,291	615	484	356	494
114	Winnetka Ave and Hatteras St	1,142	1,237	1,197	1,133	22	21	79	48
115	Winnetka Ave and Clark St	1,200	1,396	1,280	1,208	244	141	0	3
116	Winnetka Ave and 101 Ventura Fwy WB	888	1,179	1,346	1,201	0	610	753	0
117	Winnetka Ave and 101 Ventura Fwy EB	645	1,003	1,114	912	681	0	0	507
118	Winnetka Ave and Ventura Blvd	527	746	1,033	677	1,617	1,206	1,273	1,756
119	Sale Ave and Ventura Blvd	23	61	43	40	1,101	1,125	1,161	1,102
120	Topanga Canyon Blvd and Mullholland Dr	643	1,044	1,481	1,230	934	854	174	107
121	Fallbrook Ave and Ventura Blvd	843	497	1,418	1,041	486	1,202	1,066	1,085
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	130	798	336	203	467	593	1,106	445
123	Tampa Ave and Ventura Blvd	210	238	1,013	465	1,894	1,460	1,438	2,377
124	Tampa Ave and 101 Ventura Fwy EB	466	1,012	869	810	480	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	811	870	1,348	947	0	858	537	0
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	495	194	0	660	2,333	1,458	1,533	2,047
127	Topham St/Busway and Victory Blvd	400	486	18	15	1,721	2,357	1,984	1,272
128	Corbin Ave and Victory Blvd	719	1,071	1,256	793	1,278	1,965	1,937	1,369
129	Tampa Ave and Victory Blvd	885	1,220	1,550	861	1,593	1,845	1,723	1,820
130	Burbank Blvd and Ventura Blvd	367	348	511	323	1,699	1,235	877	1,547
131	Reseda Blvd and Burbank Blvd	814	1,225	1,798	801	529	653	914	1,358
132	Reseda Blvd and 101 Ventura Fwy EB	754	1,779	1,516	972	445	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	964	1,550	1,674	919	0	945	782	0
134	101 Ventura Fwy EB and Burbank Blvd	0	867	0	0	1,510	1,039	1,039	643
135	Canoga Ave and Nordhoff St	953	986	762	797	748	644	1,028	1,090
136	De Soto Ave and Nordhoff St	1,534	1,925	2,381	1,650	989	1,472	1,073	940
137	Topanga Canyon Blvd and Parthenia St	1,823	2,376	1,821	1,563	0	49	831	453
138	Canoga Ave and Parthenia St	957	1,258	960	938	642	860	1,283	786
139	De Soto Ave and Parthenia St	1,408	1,730	1,759	1,562	851	1,246	1,312	796
140	Fallbrook Ave and Roscoe Blvd	744	856	278	509	895	913	1,477	1,115
141	Shoup Ave and Roscoe Blvd	677	753	342	187	1,163	1,437	1,689	1,482
142	Canoga Ave and Roscoe Blvd	779	1,288	1,367	935	1,076	1,195	1,287	1,050
143	De Soto Ave and Roscoe Blvd	923	1,474	1,482	1,158	986	1,230	1,079	636
144	Mason Ave and Roscoe Blvd	1,013	1,322	1,408	1,107	1,101	1,259	1,291	1,118
145	Winnetka Ave and Roscoe Blvd	1,141	1,280	1,274	1,109	1,092	1,225	1,235	1,127
146	Fallbrook Ave and Saticoy St	837	1,257	949	730	764	537	598	643
147	Shoup Ave and Saticoy St	719	1,112	832	734	656	667	875	578
148	Mason Ave and Saticoy St	817	1,498	1,536	897	1,144	1,319	1,353	1,128
149	Winnetka Ave and Saticoy St	1,020	1,285	1,349	1,014	1,133	1,319	1,298	1,183
150	Fallbrook Av and Sherman Way	1,027	1,452	1,389	942	1,118	1,001	906	1,018
151	Winnetka Ave and Sherman Way	935	1,481	1,396	994	1,319	1,703	1,991	1,437
152	Woodlake Ave and Burbank Blvd	278	309	333	237	574	521	502	603

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 AM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1188	294	843	660	927	527	1127	403
2	Canoga Ave and Vanowen St	772	594	545	538	399	420	1080	549
3	De Soto Ave and Vanowen St	958	433	420	399	563	311	838	498
4	Topanga Canyon Blvd and Victory Blvd	1130	435	1244	718	1043	814	1289	382
5	Canoga Ave and Victory Blvd	899	1294	651	859	500	1240	1249	715
6	De Soto Ave and Victory Blvd	1166	1807	491	1250	562	1317	1104	1731
7	Topanga Canyon Blvd and Erwin St	1147	54	1379	505	1347	270	1331	137
8	Owensmouth Ave and Erwin St	486	220	121	364	119	419	415	238
9	Canoga Ave and Erwin St	1438	159	892	330	824	275	1447	274
10	Variel Ave and Erwin St	146	198	8	315	35	268	46	316
11	De Soto Ave and Erwin St	989	0	562	254	561	0	996	249
12	Topanga Canyon Blvd and Oxnard St	1271	200	1302	703	1463	540	1238	235
13	Canoga Ave and Oxnard St	1481	341	1041	352	905	383	1652	275
14	De Soto Ave and Oxnard St	1020	331	679	261	617	350	945	380
15	Topanga Canyon Blvd and Califa St	1233	149	1447	0	1313	415	1101	0
16	Owensmouth Ave and Califa St	341	174	430	245	268	283	469	170
17	Canoga Ave and Califa St	1341	122	1071	385	966	308	1271	374
18	De Soto Ave and Califa St	911	0	664	113	684	0	563	441
19	101 Ventura Fwy WB and Burbank Blvd	0	948	0	563	0	563	688	260
20	Topanga Canyon Blvd and Burbank Blvd	1089	829	2229	583	1402	889	1472	967
21	Owensmouth Ave and Burbank Blvd	475	416	0	732	344	587	0	691
22	Canoga Ave and Burbank Blvd	1407	14	967	503	1347	21	1084	439
23	De Soto Ave and Burbank Blvd (N)	596	0	820	77	693	0	660	140
24	Canoga Ave and 101 Ventura Fwy WB	1082	604	556	0	1108	0	1135	0
25	De Soto Ave 101 Ventura Fwy WB	524	596	662	0	1000	0	651	131
26	Canoga Ave and 101 Ventura Fwy EB	1135	0	688	0	556	736	530	0
27	De Soto Ave and 101 Ventura Fwy EB	651	0	767	413	662	614	555	0
28	Topanga Canyon Blvd and Nordhoff St	1261	454	1586	761	880	472	1551	1160
29	Topanga Canyon Blvd and Roscoe Blvd	1368	574	969	1077	1331	654	1157	845
30	Topanga Canyon Blvd and Satcoy St	1141	497	791	411	946	652	938	303
31	Shoup Ave and Sherman Way	691	397	356	801	462	569	643	571
32	Topanga Canyon Blvd and Sherman Way	994	459	807	569	843	645	944	397
33	Owensmouth Ave and Sherman Way	208	637	71	612	113	618	411	386
34	Canoga Ave and Sherman Way	572	879	574	868	301	836	918	839
35	De Soto Ave and Sherman Way	1077	1677	521	811	873	1401	902	911
36	Fallbrook Ave and Vanowen St	921	135	683	310	762	214	857	215
37	Shoup Ave and Vanowen St	643	253	312	214	356	377	553	135
38	Owensmouth Ave and Vanowen St	584	433	184	446	99	455	609	484
39	Variel Ave and Vanowen St	0	358	235	420	0	283	137	594
40	Topanga Canyon Blvd and Kittridge St	1123	0	798	53	852	0	1071	51
41	Woodlake Ave and Victory Blvd	34	310	158	582	8	666	180	231
42	Fallbrook Ave and Victory Blvd	551	450	729	813	466	727	899	450
43	Shoup Ave and Victory Blvd	460	329	381	880	211	616	716	506
44	Westfield Way (Pvt) and Victory Blvd	0	454	3	819	0	810	28	438
45	Owensmouth Ave and Victory Blvd	725	589	218	810	372	818	699	454
46	Variel Ave and Victory Blvd	0	1614	189	1073	0	1163	466	1247
47	Mason Ave and Victory Blvd	1691	1124	0	1317	1038	1287	0	1807
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	609	26	372	92	184	54	725	137
49	Shoup Ave and Erwin St	716	138	295	0	381	483	285	0
50	Shoup Ave and Oxnard St	381	54	432	464	350	296	523	163
51	Owensmouth Ave and Oxnard St	414	346	191	434	162	509	537	177
52	Shoup Ave and Burbank Blvd	355	44	790	534	326	264	796	338
53	Shoup Ave and Ventura Blvd	796	776	333	633	790	1054	387	308
54	101 Ventura Fwy EB and Ventura Blvd	0	261	583	1061	648	989	0	269
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	1472	601	1759	0	2229	0	1603	0
56	Topanga Canyon Blvd and Ventura Blvd	1146	530	1413	989	1644	840	1333	261
57	Canoga Ave and Ventura Blvd	530	363	259	475	688	384	242	312
58	De Soto Ave/Serrania Ave and Ventura Blvd	555	1288	411	821	767	996	365	947
59	Topanga Canyon Blvd and Martinez St	995	102	916	0	880	106	1027	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1080	13	500	32	545	87	899	94
61	De Soto Ave and Kittridge St	838	139	562	250	420	54	1166	149
62	Topanga Canyon Blvd and Village Dwy	1289	76	1347	35	1244	278	1147	77
63	Canoga Ave and Trillium Dwy (Pvt)	1249	115	824	158	651	212	1438	44
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	563	82	693	36	664	4	596	112
65	Canoga Ave and Warner Ranch Rd (Pvt)	1271	62	1347	116	1071	296	1407	22
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	660	75	1007	103	820	63	521	440
67	Owensmouth Ave and Promenade Dwy (Pvt)	415	19	162	0	121	62	414	0
68	Owensmouth Ave and West Valley Way (Pvt)	699	43	119	62	218	37	486	182
69	Canoga Ave and Busway	899	0	500	0	500	0	899	0
70	AMC Dwy and Oxnard St	70	177	41	540	52	434	142	200
71	Eton Ave and Vanowen St	0	594	0	420	0	420	0	594
72	Independence Ave and Vanowen St	0	498	116	283	0	399	139	358
73	Variel Ave and Kittridge St	137	0	235	0	235	0	137	0
74	Variel Ave and Oxnard St	98	380	39	225	74	270	118	280
75	Variel Ave and Califa St	12	66	0	30	7	42	0	60
76	Warner Center Lane and Burbank Blvd	48	140	0	40	131	77	0	19
77	De Soto Ave and Clark St	521	11	1000	0	1007	1	524	0

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 AM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	14	0	21	0	21	0	14
79	Owensmouth Ave and Marylee St	469	42	339	58	430	19	431	28
80	Topanga Canyon Blvd and Marylee St	1097	0	1402	30	1433	0	1089	8
81	Topanga Canyon Blvd and Calvert St	1331	26	1463	7	1379	176	1271	1
82	Topanga Canyon Blvd and Bassett St	1188	0	927	0	927	0	1188	0
83	Randi Ave and Victory Blvd	51	371	174	616	53	737	94	329
84	Glade Ave and Erwin St	39	137	0	490	73	505	0	89
85	Randi Ave/Nevada Ave and Erwin St	0	83	53	434	0	485	13	72
86	Topanga Canyon Blvd and Clarendon St	1146	0	1644	0	1644	0	1146	0
87	Jordan Ave and Sherman Way	50	386	35	645	1	612	73	431
88	Remmet Ave and Sherman Way	418	839	68	648	316	868	99	688
89	Variel Ave and Sherman Way	82	911	0	836	25	811	15	978
90	Owensmouth Ave and Gault St	411	1	71	4	71	2	413	1
91	Owensmouth Ave and Hart St	413	6	73	18	71	0	439	1
92	De Soto Ave and Hart St	902	55	563	0	521	41	958	0
93	Mason Ave and Vanowen St	1033	873	1126	247	605	756	1598	321
94	Don Pio Dr and Ventura Blvd	0	312	218	840	0	475	365	530
95	Owensmouth Ave and Satcoy St	329	409	113	483	211	488	208	427
96	Canoga Ave and Satcoy St	730	889	437	412	466	857	702	444
97	Variel Ave and Satcoy St	0	672	44	689	0	642	47	716
98	De Soto Ave and Satcoy St	1158	577	1024	642	1091	448	1189	672
99	Shoup Ave and Valerio St	728	260	462	0	446	313	691	0
100	Topanga Canyon Blvd and Valerio St	938	0	791	0	791	0	938	0
101	Canoga Ave and Valerio St	702	113	359	160	437	82	617	198
102	Lurline Ave and Sherman Way	264	1883	0	1401	205	1665	0	1677
103	Mason Ave and Sherman Way	1254	1936	711	1665	759	1892	1033	1883
104	Owensmouth Ave and Wyandotte St	208	13	113	22	113	22	208	13
105	Sale Ave and Vanowen St	0	135	0	214	0	214	0	135
106	Winnetka Ave and Vanowen St	933	555	417	763	588	448	838	793
107	Sale Ave and Victory Blvd	339	506	0	727	242	880	0	450
108	Winnetka Ave and Victory Blvd	841	1472	663	1267	417	1198	1171	1458
109	Winnetka Ave and Busway	838	0	417	2	417	0	841	0
110	Fallbrook Ave and Oxnard St	899	193	578	208	729	499	535	114
111	Winnetka Ave and Calvert St	1171	23	937	41	663	2	1210	297
112	Winnetka Ave and Oxnard St	1210	344	651	235	937	182	880	442
113	Fallbrook Ave and Burbank Blvd	535	370	484	887	578	615	726	358
114	Winnetka Ave and Hatteras St	880	22	657	0	651	5	903	0
115	Winnetka Ave and Clark St	903	0	740	103	657	0	1006	82
116	Winnetka Ave and 101 Ventura Fwy WB	1006	600	434	0	740	0	978	322
117	Winnetka Ave and 101 Ventura Fwy EB	978	0	522	323	434	613	775	0
118	Winnetka Ave and Ventura Blvd	775	1274	517	673	522	870	773	1074
119	Sale Ave and Ventura Blvd	0	308	0	633	0	633	0	308
120	Topanga Canyon Blvd and Mullholland Dr	697	180	421	717	1142	80	729	64
121	Fallbrook Ave and Ventura Blvd	845	308	923	84	600	633	331	596
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	120	596	422	177	153	84	655	423
123	Tampa Ave and Ventura Blvd	1108	1062	147	1056	308	1855	153	1058
124	Tampa Ave and 101 Ventura Fwy EB	769	0	308	581	551	0	1108	0
125	Tampa Ave and 101 Ventura Fwy WB	948	736	551	0	834	0	769	631
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bl	0	1106	272	1855	1233	806	130	1062
127	Topham St/Busway and Victory Blvd	0	902	570	1198	0	596	601	1472
128	Corbin Ave and Victory Blvd	1199	944	977	596	692	859	1262	902
129	Tampa Ave and Victory Blvd	539	1202	466	871	310	1111	648	1008
130	Burbank Blvd and Ventura Blvd	468	782	450	1617	129	764	1090	1334
131	Reseda Blvd and Burbank Blvd	1204	968	648	129	263	1183	1035	468
132	Reseda Blvd and 101 Ventura Fwy EB	1027	0	263	497	582	0	1204	0
133	Reseda Blvd and 101 Ventura Fwy WB	1098	581	582	0	788	0	1027	446
134	101 Ventura Fwy EB and Burbank Blvd	0	968	0	1183	0	441	742	968
135	Canoga Ave and Nordhoff St	300	942	455	634	172	1103	496	560
136	De Soto Ave and Nordhoff St	1353	518	631	1103	1331	684	648	942
137	Topanga Canyon Blvd and Parthenia St	1690	761	1679	0	1718	795	1616	0
138	Canoga Ave and Parthenia St	496	700	483	1004	455	734	595	899
139	De Soto Ave and Parthenia St	945	420	951	501	1028	450	892	448
140	Fallbrook Ave and Roscoe Blvd	309	519	624	461	292	745	616	260
141	Shoup Ave and Roscoe Blvd	441	852	333	745	305	1052	494	519
142	Canoga Ave and Roscoe Blvd	740	898	466	674	588	912	652	626
143	De Soto Ave and Roscoe Blvd	988	820	1013	912	947	740	1149	898
144	Mason Ave and Roscoe Blvd	1055	765	1001	740	909	808	1025	820
145	Winnetka Ave and Roscoe Blvd	768	849	939	808	823	871	905	765
146	Fallbrook Ave and Satcoy St	724	226	860	368	703	345	992	139
147	Shoup Ave and Satcoy St	389	415	446	596	257	522	728	340
148	Mason Ave and Satcoy St	1099	658	825	601	798	643	1021	721
149	Winnetka Ave and Satcoy St	766	905	844	790	706	926	1071	602
150	Fallbrook Av and Sherman Way	778	571	762	817	666	801	921	540
151	Winnetka Ave and Sherman Way	1130	2091	674	1782	859	1765	1118	1936
152	Woodlake Ave and Burbank Blvd	294	358	331	692	304	887	293	192

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT WITH VICTORY BLVD FUTURE BASE CORRIDOR IMPRV. AM
MODEL VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1371	443	841	666	959	535	1340	487
2	Canoga Ave and Vanowen St	947	843	729	502	526	499	1376	621
3	De Soto Ave and Vanowen St	1221	621	474	567	760	387	1108	628
4	Topanga Canyon Blvd and Victory Blvd	1339	571	1225	749	993	855	1545	491
5	Canoga Ave and Victory Blvd	1083	1850	601	1364	503	1537	1521	1336
6	De Soto Ave and Victory Blvd	1565	2323	555	1674	621	1674	1307	2514
7	Topanga Canyon Blvd and Erwin St	1177	126	1534	700	1411	308	1475	342
8	Owensmouth Ave and Erwin St	776	449	225	625	214	566	496	799
9	Canoga Ave and Erwin St	1854	311	959	425	1011	439	1576	524
10	Variel Ave and Erwin St	457	149	69	421	123	257	239	477
11	De Soto Ave and Erwin St	1205	0	648	327	727	0	1174	278
12	Topanga Canyon Blvd and Oxnard St	1278	338	1613	772	1572	776	1393	260
13	Canoga Ave and Oxnard St	1636	518	1257	455	1015	593	1828	428
14	De Soto Ave and Oxnard St	1264	430	829	290	769	368	1268	407
15	Topanga Canyon Blvd and Califa St	1339	207	1672	0	1653	472	1093	0
16	Owensmouth Ave and Califa St	342	333	504	365	343	434	547	220
17	Canoga Ave and Califa St	1595	242	1244	534	1200	478	1450	486
18	De Soto Ave and Califa St	1209	0	744	188	841	0	747	553
19	101 Ventura Fwy WB and Burbank Blvd	0	940	0	580	0	580	695	244
20	Topanga Canyon Blvd and Burbank Blvd	1082	947	2515	601	1616	1019	1550	960
21	Owensmouth Ave and Burbank Blvd	543	492	0	881	431	642	0	843
22	Canoga Ave and Burbank Blvd	1613	13	1158	553	1570	15	1351	401
23	De Soto Ave and Burbank Blvd (N)	823	0	903	120	838	0	743	265
24	Canoga Ave and 101 Ventura Fwy WB	1073	617	643	0	1228	0	1106	0
25	De Soto Ave 101 Ventura Fwy WB	707	603	867	0	1274	0	784	119
26	Canoga Ave and 101 Ventura Fwy EB	1106	0	747	0	643	725	484	0
27	De Soto Ave and 101 Ventura Fwy EB	784	0	853	467	867	674	562	0
28	Topanga Canyon Blvd and Nordhoff St	2091	492	1613	0	2106	490	1600	0
29	Topanga Canyon Blvd and Roscoe Blvd	1478	761	886	1062	1310	740	1175	961
30	Topanga Canyon Blvd and Satcoy St	1242	538	803	410	973	658	1022	339
31	Shoup Ave and Sherman Way	745	432	374	803	463	558	739	594
32	Topanga Canyon Blvd and Sherman Way	1089	491	816	558	842	629	1051	432
33	Owensmouth Ave and Sherman Way	260	780	127	628	127	669	555	445
34	Canoga Ave and Sherman Way	650	1089	696	862	366	876	1070	985
35	De Soto Ave and Sherman Way	1118	2004	619	873	877	1564	988	1185
36	Fallbrook Ave and Vanowen St	959	200	690	311	743	255	903	257
37	Shoup Ave and Vanowen St	739	324	321	255	374	387	679	200
38	Owensmouth Ave and Vanowen St	841	595	199	521	193	504	885	574
39	Variel Ave and Vanowen St	0	485	290	499	0	350	155	770
40	Topanga Canyon Blvd and Kittridge St	1339	0	791	59	850	0	1240	99
41	Woodlake Ave and Victory Blvd	376	330	163	329	171	734	192	101
42	Fallbrook Ave and Victory Blvd	876	489	739	625	747	813	956	213
43	Shoup Ave and Victory Blvd	588	379	425	989	227	722	868	564
44	Westfield Way (Pvt) and Victory Blvd	23	1032	0	876	8	852	0	1071
45	Owensmouth Ave and Victory Blvd	1236	960	419	852	455	1033	946	1032
46	Variel Ave and Victory Blvd	0	2257	307	1461	0	1507	820	1698
47	Mason Ave and Victory Blvd	1832	1245	0	1674	1125	1304	0	2323
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	885	0	636	192	199	0	1367	149
49	Shoup Ave and Erwin St	868	183	376	0	425	629	374	0
50	Shoup Ave and Oxnard St	441	110	519	551	417	439	591	175
51	Owensmouth Ave and Oxnard St	407	466	321	562	190	547	621	399
52	Shoup Ave and Burbank Blvd	396	48	953	525	440	323	802	357
53	Shoup Ave and Ventura Blvd	802	838	429	721	953	1071	425	341
54	101 Ventura Fwy EB and Ventura Blvd	0	331	604	1104	680	1023	0	335
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	1550	587	1977	0	2515	0	1600	0
56	Topanga Canyon Blvd and Ventura Blvd	1192	587	1601	1023	1893	804	1375	331
57	Canoga Ave and Ventura Blvd	484	489	305	444	747	386	242	347
58	De Soto Ave/Serrania Ave and Ventura Blvd	562	1609	425	791	853	1056	408	1072
59	Topanga Canyon Blvd and Martinez St	926	0	1074	0	941	0	1058	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1376	0	576	166	729	0	1214	176
61	De Soto Ave and Kittridge St	1108	194	621	365	474	86	1565	164
62	Topanga Canyon Blvd and Village Dwy	1545	0	1596	88	1225	0	1784	220
63	Canoga Ave and Trillium Dwy (Pvt)	1521	236	1011	126	601	275	1854	164
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	747	106	838	92	744	16	823	200
65	Canoga Ave and Warner Ranch Rd (Pvt)	1450	115	1570	56	1244	315	1613	21
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	743	73	926	2	903	53	607	181
67	Owensmouth Ave and Promenade Dwy (Pvt)	496	46	190	8	225	98	407	9
68	Owensmouth Ave and West Valley Way (Pvt)	946	81	214	149	419	153	776	43
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	399	30	1087	0	562	101	854
71	Eton Ave and Vanowen St	0	770	73	499	0	499	0	843
72	Independence Ave and Vanowen St	0	628	217	350	0	567	142	485
73	Variel Ave and Kittridge St	155	0	369	0	290	5	155	73
74	Variel Ave and Oxnard St	313	444	76	215	180	345	203	320
75	Variel Ave and Califa St	59	64	0	51	47	77	0	50
76	Warner Center Lane and Burbank Blvd	70	265	0	83	119	120	0	178
77	De Soto Ave and Clark St	705	95	1274	0	1368	0	707	0

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT WITH VICTORY BLVD FUTURE BASE CORRIDOR IMPRV. AM
MODEL VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	547	34	426	50	504	16	510	27
80	Topanga Canyon Blvd and Marylee St	1093	21	1660	0	1672	14	1088	0
81	Topanga Canyon Blvd and Calvert St	1475	114	1572	103	1534	442	1278	11
82	Topanga Canyon Blvd and Bassett St	1373	0	959	1	961	0	1371	2
83	Randi Ave and Victory Blvd	99	376	152	722	59	814	96	379
84	Glade Ave and Erwin St	46	152	14	673	2	685	52	147
85	Randi Ave/Nevada Ave and Erwin St	0	147	90	582	0	673	21	125
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	159	493	5	629	54	641	100	491
88	Remmet Ave and Sherman Way	198	856	64	669	57	719	231	780
89	Variel Ave and Sherman Way	21	1185	0	876	2	873	23	1183
90	Owensmouth Ave and Gault St	555	0	127	0	127	0	555	0
91	Owensmouth Ave and Hart St	555	42	131	68	127	2	662	5
92	De Soto Ave and Hart St	1221	0	760	0	760	0	1221	0
93	Mason Ave and Vanowen St	1081	1071	1183	323	583	859	1711	505
94	Don Pio Dr and Ventura Blvd	0	347	239	804	0	444	360	587
95	Owensmouth Ave and Satcoy St	380	462	123	490	242	488	246	478
96	Canoga Ave and Satcoy St	804	1015	539	417	548	881	831	514
97	Variel Ave and Satcoy St	0	835	50	703	0	656	47	886
98	De Soto Ave and Satcoy St	1249	676	1037	656	1140	420	1222	835
99	Shoup Ave and Valerio St	799	262	463	0	444	336	745	0
100	Topanga Canyon Blvd and Valerio St	1022	0	803	0	803	0	1022	0
101	Canoga Ave and Valerio St	831	86	429	163	539	54	770	147
102	Lurline Ave and Sherman Way	263	2190	0	1564	185	1828	0	2004
103	Mason Ave and Sherman Way	958	2681	684	1828	643	2236	1081	2190
104	Owensmouth Ave and Wyandotte St	246	62	127	25	123	28	260	48
105	Sale Ave and Vanowen St	0	200	0	255	0	255	0	200
106	Winnetka Ave and Vanowen St	1011	745	432	822	608	530	938	935
107	Sale Ave and Victory Blvd	353	564	0	813	253	989	0	489
108	Winnetka Ave and Victory Blvd	914	1727	717	1276	432	1280	1190	1732
109	Winnetka Ave and Busway	938	0	432	2	432	0	914	26
110	Fallbrook Ave and Oxnard St	956	217	659	240	739	584	600	151
111	Winnetka Ave and Calvert St	1190	0	717	0	717	0	1190	0
112	Winnetka Ave and Oxnard St	1190	295	607	283	717	198	928	531
113	Fallbrook Ave and Burbank Blvd	600	414	483	889	659	603	754	368
114	Winnetka Ave and Hatteras St	928	43	610	0	607	3	971	0
115	Winnetka Ave and Clark St	971	0	719	95	610	0	1016	159
116	Winnetka Ave and 101 Ventura Fwy WB	1016	604	460	0	719	0	1032	329
117	Winnetka Ave and 101 Ventura Fwy EB	1032	0	499	308	460	608	771	0
118	Winnetka Ave and Ventura Blvd	771	1428	645	531	499	810	959	1107
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mullholland Dr	664	166	499	757	1232	96	680	78
121	Fallbrook Ave and Ventura Blvd	868	341	1002	107	593	721	355	649
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	116	649	406	201	171	107	692	401
123	Tampa Ave and Ventura Blvd	1134	1212	162	1024	290	1866	184	1193
124	Tampa Ave and 101 Ventura Fwy EB	783	0	290	544	483	0	1134	0
125	Tampa Ave and 101 Ventura Fwy WB	983	708	483	0	802	0	783	589
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bl	0	1280	268	1866	1234	806	162	1212
127	Topham St/Busway and Victory Blvd	0	1109	618	1280	0	692	588	1727
128	Corbin Ave and Victory Blvd	1283	1121	984	692	741	852	1380	1109
129	Tampa Ave and Victory Blvd	570	1391	440	940	335	1160	639	1206
130	Burbank Blvd and Ventura Blvd	517	861	457	1593	119	758	1107	1445
131	Reseda Blvd and Burbank Blvd	1142	1018	686	119	241	1146	1062	517
132	Reseda Blvd and 101 Ventura Fwy EB	1038	0	241	483	620	0	1142	0
133	Reseda Blvd and 101 Ventura Fwy WB	1098	572	620	0	812	0	1038	441
134	101 Ventura Fwy EB and Burbank Blvd	0	1018	0	1146	0	412	733	1018
135	Canoga Ave and Nordhoff St	342	1068	464	636	217	1078	607	607
136	De Soto Ave and Nordhoff St	1414	591	679	1078	1358	651	685	1068
137	Topanga Canyon Blvd and Parthenia St	1600	997	1626	0	1613	878	1731	0
138	Canoga Ave and Parthenia St	607	755	532	1040	464	801	654	1015
139	De Soto Ave and Parthenia St	1011	457	988	537	1094	444	987	468
140	Fallbrook Ave and Roscoe Blvd	315	590	608	445	264	739	649	306
141	Shoup Ave and Roscoe Blvd	457	941	352	739	336	1047	516	590
142	Canoga Ave and Roscoe Blvd	834	977	397	670	667	893	624	696
143	De Soto Ave and Roscoe Blvd	896	914	1043	1028	839	722	1231	1089
144	Mason Ave and Roscoe Blvd	1139	909	1080	722	967	878	1090	914
145	Winnetka Ave and Roscoe Blvd	828	964	985	878	841	921	985	909
146	Fallbrook Ave and Satcoy St	775	251	870	370	684	350	1062	169
147	Shoup Ave and Satcoy St	415	472	444	612	265	500	799	377
148	Mason Ave and Satcoy St	1160	858	873	599	852	701	1111	826
149	Winnetka Ave and Satcoy St	832	1108	862	837	743	964	1146	786
150	Fallbrook Av and Sherman Way	833	594	743	867	678	803	959	597
151	Winnetka Ave and Sherman Way	993	2596	697	1954	720	2085	1149	2287
152	Woodlake Ave and Burbank Blvd	297	368	376	667	299	889	318	203

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT AM MODEL DIFFERENCE (WITH VICTORY BLVD WIDENING - WITHOUT VICTORY BLVD WIDENING)

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	-23	-19	-18	3	-11	-16	-23	-6
2	Canoga Ave and Vanowen St	-26	-68	12	-29	2	-35	-21	-56
3	De Soto Ave and Vanowen St	30	-8	10	-34	15	-42	94	-69
4	Topanga Canyon Blvd and Victory Blvd	-6	79	26	13	-10	77	1	44
5	Canoga Ave and Victory Blvd	-24	239	-22	179	11	161	-3	201
6	De Soto Ave and Victory Blvd	88	60	-36	148	-6	56	-62	272
7	Topanga Canyon Blvd and Erwin St	25	14	16	-3	26	16	7	3
8	Owensmouth Ave and Erwin St	-8	-35	-1	16	28	-43	-14	1
9	Canoga Ave and Erwin St	-5	-13	-8	-45	-28	-23	7	-27
10	Variel Ave and Erwin St	47	-49	-6	-15	1	-14	10	-20
11	De Soto Ave and Erwin St	-64	0	-20	-14	-35	0	-12	-51
12	Topanga Canyon Blvd and Oxnard St	7	-16	6	2	-5	-2	3	3
13	Canoga Ave and Oxnard St	13	-13	-24	-16	-10	-29	-2	-2
14	De Soto Ave and Oxnard St	-11	-5	8	-25	-20	-3	1	-12
15	Topanga Canyon Blvd and Califa St	2	-6	7	0	6	-12	9	0
16	Owensmouth Ave and Califa St	-5	-6	-7	-13	-1	-19	-3	-8
17	Canoga Ave and Califa St	-8	1	-26	-19	-24	1	-17	-12
18	De Soto Ave and Califa St	-1	0	5	0	6	0	-1	-1
19	101 Ventura Fwy WB and Burbank Blvd	0	-1	0	-1	0	-1	0	-2
20	Topanga Canyon Blvd and Burbank Blvd	9	-14	-19	-1	7	-26	-4	-2
21	Owensmouth Ave and Burbank Blvd	-2	-12	0	-29	-7	-23	0	-14
22	Canoga Ave and Burbank Blvd	-17	0	1	-23	-21	0	-7	-12
23	De Soto Ave and Burbank Blvd (N)	0	0	-2	-1	7	0	3	-13
24	Canoga Ave and 101 Ventura Fwy WB	-6	-1	-12	0	-1	0	-19	0
25	De Soto Ave 101 Ventura Fwy WB	-3	1	-4	0	-2	0	2	-6
26	Canoga Ave and 101 Ventura Fwy EB	-19	0	-21	0	-12	-20	-8	0
27	De Soto Ave and 101 Ventura Fwy EB	2	0	-5	-2	-4	0	-3	0
28	Topanga Canyon Blvd and Nordhoff St	-2	-2	-1	0	-1	-4	1	0
29	Topanga Canyon Blvd and Roscoe Blvd	-1	-3	-11	-16	-20	-8	-3	-3
30	Topanga Canyon Blvd and Satcoy St	-2	-7	-5	-5	-13	-5	2	-3
31	Shoup Ave and Sherman Way	-2	-1	-4	4	-4	-1	3	-1
32	Topanga Canyon Blvd and Sherman Way	-5	-15	-12	-1	-11	-7	-15	-1
33	Owensmouth Ave and Sherman Way	-9	-38	-8	-4	-1	-18	-37	-2
34	Canoga Ave and Sherman Way	-18	-46	5	-6	1	-24	1	-43
35	De Soto Ave and Sherman Way	7	-27	15	-24	23	2	26	-80
36	Fallbrook Ave and Vanowen St	-1	-2	11	-12	10	-7	-5	-4
37	Shoup Ave and Vanowen St	3	-6	0	-7	-4	4	-8	-2
38	Owensmouth Ave and Vanowen St	-41	-54	-10	-18	-12	-27	-63	-20
39	Variel Ave and Vanowen St	0	-70	14	-35	0	-35	0	-55
40	Topanga Canyon Blvd and Kittridge St	-22	0	-13	-4	-17	0	-5	-17
41	Woodlake Ave and Victory Blvd	-2	3	3	15	0	20	-2	1
42	Fallbrook Ave and Victory Blvd	-4	-1	10	18	9	9	3	3
43	Shoup Ave and Victory Blvd	-9	-16	10	9	-1	0	-3	-1
44	Westfield Way (Pvt) and Victory Blvd	0	90	0	84	0	86	0	88
45	Owensmouth Ave and Victory Blvd	-67	203	22	86	-14	176	-10	90
46	Variel Ave and Victory Blvd	0	277	0	159	0	149	49	239
47	Mason Ave and Victory Blvd	-23	18	0	56	6	-14	0	60
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	-63	0	-19	0	-10	0	-67	-3
49	Shoup Ave and Erwin St	-3	4	3	0	10	6	-11	0
50	Shoup Ave and Oxnard St	-12	0	10	1	3	1	-4	-1
51	Owensmouth Ave and Oxnard St	-13	-2	-2	-19	0	-17	-6	-12
52	Shoup Ave and Burbank Blvd	9	-1	13	-15	10	0	-9	4
53	Shoup Ave and Ventura Blvd	-9	-5	0	5	13	-13	-8	0
54	101 Ventura Fwy EB and Ventura Blvd	0	0	-6	-16	-7	-16	0	-1
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	-4	-2	-53	0	-19	0	-40	0
56	Topanga Canyon Blvd and Ventura Blvd	9	-9	-3	-16	-1	-22	5	0
57	Canoga Ave and Ventura Blvd	-8	-20	0	-21	-21	-7	-12	-11
58	De Soto Ave/Serrania Ave and Ventura Blvd	-3	-6	-1	-6	-5	-6	4	-8
59	Topanga Canyon Blvd and Martinez St	3	0	-4	0	-4	0	2	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	-21	0	11	0	12	0	-23	1
61	De Soto Ave and Kittridge St	94	21	-6	-3	10	10	88	-1
62	Topanga Canyon Blvd and Village Dwy	1	0	26	0	26	0	29	-27
63	Canoga Ave and Trillium Dwy (Pvt)	-3	-3	-28	0	-22	-4	-5	-2
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	-1	0	7	2	5	0	0	2
65	Canoga Ave and Warner Ranch Rd (Pvt)	-17	0	-21	-1	-26	5	-17	1
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pv	3	0	-2	0	-2	0	-2	5
67	Owensmouth Ave and Promenade Dwy (Pvt)	-14	0	0	0	-1	-2	-13	0
68	Owensmouth Ave and West Valley Way (Pvt)	-10	0	28	-7	22	1	-8	-2
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	-12	0	-2	0	-19	1	3
71	Eton Ave and Vanowen St	0	-55	-13	-35	0	-35	0	-68
72	Independence Ave and Vanowen St	0	-69	2	-35	0	-34	0	-70
73	Variel Ave and Kittridge St	0	0	0	0	14	-1	0	-13
74	Variel Ave and Oxnard St	3	-12	0	-27	2	-24	0	-13
75	Variel Ave and Califa St	-1	-1	0	0	-1	1	0	-1
76	Warner Center Lane and Burbank Blvd	-1	-13	0	0	-8	-1	0	-5
77	De Soto Ave and Clark St	-2	-3	-2	0	-3	0	-3	0

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT AM MODEL DIFFERENCE (WITH VICTORY BLVD WIDENING - WITHOUT VICTORY BLVD WIDENING)

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	-3	0	-6	0	-7	0	-2	0
80	Topanga Canyon Blvd and Marylee St	9	0	7	0	7	0	9	0
81	Topanga Canyon Blvd and Calvert St	7	0	-5	3	16	-17	7	0
82	Topanga Canyon Blvd and Bassett St	-23	0	-11	0	-11	0	-23	0
83	Randi Ave and Victory Blvd	-17	1	0	0	-4	3	0	-16
84	Glade Ave and Erwin St	2	4	0	6	0	-4	12	4
85	Randi Ave/Nevada Ave and Erwin St	0	4	0	6	0	6	0	4
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	-5	-22	-1	-7	-6	-4	-9	-15
88	Remmet Ave and Sherman Way	-3	-35	-6	-18	-4	-7	-12	-38
89	Variel Ave and Sherman Way	8	-80	0	-24	0	-24	-19	-53
90	Owensmouth Ave and Gault St	-37	-1	-8	0	-8	0	-37	-1
91	Owensmouth Ave and Hart St	-37	14	-8	9	-8	1	-15	-1
92	De Soto Ave and Hart St	30	0	15	0	15	0	30	0
93	Mason Ave and Vanowen St	-1	-2	-9	-41	-22	6	-30	-8
94	Don Pio Dr and Ventura Blvd	0	-11	1	-22	0	-21	0	-9
95	Owensmouth Ave and Satcoy St	6	-13	1	-12	-4	4	0	-21
96	Canoga Ave and Satcoy St	-18	-24	-6	-12	-1	-18	-9	-31
97	Variel Ave and Satcoy St	0	-33	0	-18	0	-17	0	-33
98	De Soto Ave and Satcoy St	-2	-18	23	-17	4	7	8	-33
99	Shoup Ave and Valerio St	-1	-1	-4	0	-4	1	-2	0
100	Topanga Canyon Blvd and Valerio St	2	0	-5	0	-5	0	2	0
101	Canoga Ave and Valerio St	-9	-11	-6	0	-6	1	-27	7
102	Lurline Ave and Sherman Way	-1	-27	0	2	0	2	0	-27
103	Mason Ave and Sherman Way	-21	12	-22	2	-11	10	-1	-27
104	Owensmouth Ave and Wyandotte St	0	-13	-1	-4	1	-8	-9	-2
105	Sale Ave and Vanowen St	0	-2	0	-7	0	-7	0	-2
106	Winnetka Ave and Vanowen St	9	11	-3	4	8	-10	26	-2
107	Sale Ave and Victory Blvd	0	-1	0	9	1	9	0	-1
108	Winnetka Ave and Victory Blvd	21	31	-18	-11	-3	4	4	19
109	Winnetka Ave and Busway	26	0	-3	0	-3	0	21	5
110	Fallbrook Ave and Oxnard St	3	-2	10	-1	10	-1	-1	3
111	Winnetka Ave and Calvert St	4	0	-18	0	-18	0	4	0
112	Winnetka Ave and Oxnard St	4	-9	-14	-5	-18	-2	-1	-5
113	Fallbrook Ave and Burbank Blvd	-1	4	6	-2	10	-14	10	-1
114	Winnetka Ave and Hatteras St	-1	-1	-14	0	-14	0	-2	0
115	Winnetka Ave and Clark St	-2	0	-18	0	-14	0	-4	-3
116	Winnetka Ave and 101 Ventura Fwy WB	-4	-9	-4	0	-18	0	6	-5
117	Winnetka Ave and 101 Ventura Fwy EB	6	0	-5	-8	-4	1	-4	0
118	Winnetka Ave and Ventura Blvd	-4	-11	3	-10	-5	-9	0	-6
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mullholland Dr	-1	0	-5	-2	-4	-1	-1	-3
121	Fallbrook Ave and Ventura Blvd	10	0	5	-6	5	5	1	-2
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	1	-2	-6	-4	1	-6	0	-7
123	Tampa Ave and Ventura Blvd	-3	-13	0	-1	-3	-5	1	-11
124	Tampa Ave and 101 Ventura Fwy EB	-8	0	-3	-2	-10	0	-3	0
125	Tampa Ave and 101 Ventura Fwy WB	-8	8	-10	0	0	0	-8	-2
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bl	0	-13	-2	-5	-2	-3	0	-13
127	Topham St/Busway and Victory Blvd	0	20	12	4	0	12	-8	31
128	Corbin Ave and Victory Blvd	10	16	5	12	9	0	16	20
129	Tampa Ave and Victory Blvd	4	21	-7	7	3	0	4	17
130	Burbank Blvd and Ventura Blvd	23	-2	-2	-4	-2	-6	28	-4
131	Reseda Blvd and Burbank Blvd	-7	5	-1	-2	-1	-13	-13	23
132	Reseda Blvd and 101 Ventura Fwy EB	-10	0	-1	-18	-23	0	-7	0
133	Reseda Blvd and 101 Ventura Fwy WB	-8	1	-23	0	-18	0	-10	0
134	101 Ventura Fwy EB and Burbank Blvd	0	5	0	-13	0	-10	-3	5
135	Canoga Ave and Nordhoff St	7	6	0	0	1	1	-1	11
136	De Soto Ave and Nordhoff St	-2	-2	0	1	-2	3	-10	6
137	Topanga Canyon Blvd and Parthenia St	1	30	-5	0	-1	19	7	0
138	Canoga Ave and Parthenia St	-1	-8	-5	1	0	-5	-12	4
139	De Soto Ave and Parthenia St	-10	0	1	-5	0	-2	-5	-8
140	Fallbrook Ave and Roscoe Blvd	9	-8	0	1	-6	8	0	1
141	Shoup Ave and Roscoe Blvd	-2	6	-2	8	20	-4	2	-8
142	Canoga Ave and Roscoe Blvd	-11	-6	-2	-9	-5	-10	-15	0
143	De Soto Ave and Roscoe Blvd	-6	-5	4	-10	1	-12	1	-7
144	Mason Ave and Roscoe Blvd	-1	-23	10	-12	1	1	-24	-5
145	Winnetka Ave and Roscoe Blvd	8	-28	1	1	5	-6	8	-23
146	Fallbrook Ave and Satcoy St	2	-1	-3	-2	1	-6	2	-2
147	Shoup Ave and Satcoy St	3	-11	-4	-5	-5	-12	-1	-1
148	Mason Ave and Satcoy St	-25	4	-11	7	4	9	-21	-18
149	Winnetka Ave and Satcoy St	3	31	-2	9	11	-1	26	4
150	Fallbrook Av and Sherman Way	2	-1	10	-13	-3	4	-1	-2
151	Winnetka Ave and Sherman Way	26	-18	8	10	-2	13	3	12
152	Woodlake Ave and Burbank Blvd	-1	-1	3	-2	3	-2	1	-1

ADD TO 2035 WITH PROJECT-WITHOUT VICTORY MODEL RES

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL ADJUSTED 2035 WITH PROJECT UNMITIGATED AM LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB		SB		EB		WB	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	959	1,816	1,809	1,010	972	869	999	1,045
2	Canoga Ave and Vanowen St	1,063	1,514	1,226	1,141	1,058	816	1,257	1,128
3	De Soto Ave and Vanowen St	1,025	1,722	1,738	1,202	1,228	1,388	1,532	1,211
4	Topanga Canyon Blvd and Victory Blvd	1,123	1,877	1,770	948	1,126	950	1,071	1,345
5	Canoga Ave and Victory Blvd	926	1,691	1,457	928	1,552	1,717	1,776	1,353
6	De Soto Ave and Victory Blvd	988	1,982	1,908	951	1,484	2,283	2,353	1,516
7	Topanga Canyon Blvd and Erwin St	1,380	1,780	1,668	1,144	693	411	290	695
8	Owensmouth Ave and Erwin St	535	858	1,120	622	838	879	578	712
9	Canoga Ave and Erwin St	1,234	1,487	1,806	1,348	509	636	401	479
10	Variel Ave and Erwin St	273	520	733	347	397	549	297	286
11	De Soto Ave and Erwin St	1,541	2,410	2,473	1,508	234	346	49	31
12	Topanga Canyon Blvd and Oxnard St	1,720	1,893	1,590	1,348	840	397	515	1,027
13	Canoga Ave and Oxnard St	1,477	1,493	1,465	1,347	684	748	723	759
14	De Soto Ave and Oxnard St	1,606	2,662	2,548	1,568	294	773	783	226
15	Topanga Canyon Blvd and Califa St	1,875	1,805	1,975	1,826	0	0	82	318
16	Owensmouth Ave and Califa St	562	450	435	554	340	140	302	495
17	Canoga Ave and Califa St	1,811	1,438	1,565	1,613	368	523	267	436
18	De Soto Ave and Califa St	1,783	2,378	2,590	1,609	120	506	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,032	0	0	771	272	1,167	640
20	Topanga Canyon Blvd and Burbank Blvd	2,435	1,627	1,760	1,658	686	1,112	669	1,142
21	Owensmouth Ave and Burbank Blvd	166	242	532	490	1,119	822	657	921
22	Canoga Ave and Burbank Blvd	2,107	1,326	1,456	2,134	887	625	393	789
23	De Soto Ave and Burbank Blvd (N)	1,776	1,628	2,294	1,782	304	964	0	0
24	Canoga Ave and 101 Ventura Fwy WB	1,251	1,182	1,012	1,101	0	183	1,177	981
25	De Soto Ave 101 Ventura Fwy WB	1,708	1,354	1,790	2,201	0	700	751	0
26	Canoga Ave and 101 Ventura Fwy EB	1,222	750	1,117	1,027	0	0	0	590
27	De Soto Ave and 101 Ventura Fwy EB	958	773	1,406	1,629	1,134	0	0	1,095
28	Topanga Canyon Blvd and Nordhoff St	1,571	2,000	2,856	2,668	228	214	437	608
29	Topanga Canyon Blvd and Roscoe Blvd	1,164	1,596	2,283	1,504	1,557	2,020	1,421	1,234
30	Topanga Canyon Blvd and Satcoy St	1,165	1,803	1,948	1,114	968	916	838	1,086
31	Shoup Ave and Sherman Way	990	1,506	1,280	919	1,257	1,117	1,047	1,040
32	Topanga Canyon Blvd and Sherman Way	1,198	2,332	2,102	1,191	1,129	1,458	1,613	1,060
33	Owensmouth Ave and Sherman Way	318	1,092	790	231	958	1,287	1,550	1,007
34	Canoga Ave and Sherman Way	965	1,372	1,317	976	1,059	1,680	1,806	1,118
35	De Soto Ave and Sherman Way	1,107	1,816	1,776	1,061	1,294	1,585	1,678	1,411
36	Fallbrook Ave and Vanowen St	1,297	1,734	1,758	1,367	134	136	65	41
37	Shoup Ave and Vanowen St	913	1,475	1,453	983	981	900	893	884
38	Owensmouth Ave and Vanowen St	256	1,447	1,359	392	1,067	1,147	1,349	1,045
39	Variel Ave and Vanowen St	130	111	43	34	965	1,475	1,436	954
40	Topanga Canyon Blvd and Kittridge St	947	1,796	1,840	954	55	70	48	70
41	Woodlake Ave and Victory Blvd	220	308	683	325	1,257	665	716	1,440
42	Fallbrook Ave and Victory Blvd	1,064	1,688	1,849	1,333	1,251	848	879	1,209
43	Shoup Ave and Victory Blvd	877	1,751	1,569	878	1,334	934	934	1,152
44	Westfield Way (Pvt) and Victory Blvd	26	58	44	41	1,288	1,537	1,483	1,247
45	Owensmouth Ave and Victory Blvd	506	1,448	1,671	398	1,365	1,507	1,423	1,566
46	Variel Ave and Victory Blvd	277	848	0	0	1,611	1,917	2,387	1,510
47	Mason Ave and Victory Blvd	180	651	1,606	500	2,489	3,123	2,065	2,067
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	561	1,723	1,356	270	106	59	0	0
49	Shoup Ave and Erwin St	919	1,378	1,564	917	33	12	214	424
50	Shoup Ave and Oxnard St	930	1,164	1,265	1,000	838	1,423	1,496	942
51	Owensmouth Ave and Oxnard St	473	1,026	790	504	961	649	630	676
52	Shoup Ave and Burbank Blvd	828	711	911	838	449	306	255	587
53	Shoup Ave and Ventura Blvd	629	311	1,042	865	1,178	1,184	1,230	1,718
54	101 Ventura Fwy EB and Ventura Blvd	1,506	23	0	953	1,778	1,098	1,166	2,374
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	1,954	2,018	1,584	2,421	515	0	397	0
56	Topanga Canyon Blvd and Ventura Blvd	1,764	1,229	1,124	2,272	1,882	898	1,071	1,456
57	Canoga Ave and Ventura Blvd	683	408	713	1,219	1,846	1,350	1,291	1,509
58	De Soto Ave/Serrania Ave and Ventura Blvd	492	326	1,212	966	1,480	1,756	1,942	2,056
59	Topanga Canyon Blvd and Martinez St	1,275	1,426	1,386	1,286	144	24	22	22
60	Canoga Ave and Rocketdyne Dwy (Pvt)	917	1,817	1,852	1,013	150	144	4	24
61	De Soto Ave and Kittridge St	986	2,317	2,036	986	325	157	200	88
62	Topanga Canyon Blvd and Village Dwy	1,214	2,200	1,824	987	53	143	5	14
63	Canoga Ave and Trillium Dwy (Pvt)	1,438	1,787	1,843	928	0	120	172	615
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	1,950	2,314	2,411	1,787	69	222	53	158
65	Canoga Ave and Warner Ranch Rd (Pvt)	2,153	1,196	1,427	1,981	17	8	93	450
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1,833	1,683	1,680	1,864	88	250	315	212
67	Owensmouth Ave and Promenade Dwy (Pvt)	444	754	893	453	33	77	30	114
68	Owensmouth Ave and West Valley Way (Pvt)	452	1,219	1,408	509	94	286	38	116
69	Canoga Ave and Busway	897	1,387	1,373	883	0	0	17	17
70	AMC Dwy and Oxnard St	79	159	22	65	1,448	1,011	622	950
71	Eton Ave and Vanowen St	97	63	8	21	967	1,625	1,561	924
72	Independence Ave and Vanowen St	185	114	74	30	939	1,466	1,492	1,080
73	Variel Ave and Kittridge St	174	41	49	156	73	105	100	93
74	Variel Ave and Oxnard St	114	302	492	337	426	745	796	444
75	Variel Ave and Califa St	8	22	181	171	101	280	273	97
76	Warner Center Lane and Burbank Blvd	0	0	86	130	663	709	647	561
77	De Soto Ave and Clark St	2,316	1,721	1,729	2,425	0	0	237	138

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL ADJUSTED 2035 WITH PROJECT UNMITIGATED AM LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB		SB		EB		WB	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	27	315	716	291	476	613
79	Owensmouth Ave and Marylee St	526	488	452	557	102	33	22	12
80	Topanga Canyon Blvd and Marylee St	1,911	1,762	1,800	1,891	0	0	45	77
81	Topanga Canyon Blvd and Calvert St	1,451	1,761	1,886	1,425	171	122	99	300
82	Topanga Canyon Blvd and Bassett St	1,318	1,871	1,905	1,391	134	96	0	0
83	Randi Ave and Victory Blvd	105	77	81	38	1,320	775	711	1,303
84	Glade Ave and Erwin St	101	122	96	62	614	208	179	669
85	Randi Ave/Nevada Ave and Erwin St	103	74	115	46	481	220	220	579
86	Topanga Canyon Blvd and Clarendon St	1,937	1,211	1,442	2,492	562	163	120	195
87	Jordan Ave and Sherman Way	165	117	201	183	1,016	1,349	1,350	1,044
88	Remmet Ave and Sherman Way	67	261	45	41	986	1,336	1,340	982
89	Variel Ave and Sherman Way	208	176	199	167	990	1,676	1,691	1,022
90	Owensmouth Ave and Gault St	308	994	941	319	66	38	85	47
91	Owensmouth Ave and Hart St	321	1,120	948	310	199	116	122	43
92	De Soto Ave and Hart St	1,345	1,939	1,903	1,396	135	105	132	61
93	Mason Ave and Vanowen St	452	1,236	1,141	528	1,119	1,314	1,456	1,089
94	Don Pio Dr and Ventura Blvd	134	97	104	92	1,538	908	949	1,630
95	Owensmouth Ave and Satcoy St	246	607	505	288	1,162	1,199	1,346	1,168
96	Canoga Ave and Satcoy St	938	1,542	1,358	983	1,173	1,333	1,494	1,103
97	Variel Ave and Satcoy St	145	101	171	100	1,017	1,596	1,489	1,026
98	De Soto Ave and Satcoy St	1,029	1,555	1,605	987	1,176	1,722	1,610	1,181
99	Shoup Ave and Valerio St	831	1,201	1,115	807	100	46	88	81
100	Topanga Canyon Blvd and Valerio St	1,295	1,601	1,617	1,354	102	133	226	152
101	Canoga Ave and Valerio St	850	1,579	1,517	966	141	276	394	153
102	Lurline Ave and Sherman Way	84	82	142	95	1,126	1,766	1,783	1,213
103	Mason Ave and Sherman Way	586	1,287	1,323	677	1,182	1,825	2,224	1,349
104	Owensmouth Ave and Wyandotte St	226	727	667	215	106	99	74	31
105	Sale Ave and Vanowen St	117	93	40	22	849	721	765	935
106	Winnetka Ave and Vanowen St	932	1,535	1,513	890	1,084	1,424	1,500	1,182
107	Sale Ave and Victory Blvd	43	37	87	123	1,075	761	809	1,094
108	Winnetka Ave and Victory Blvd	1,155	1,602	1,578	932	1,551	2,349	2,339	1,739
109	Winnetka Ave and Busway	903	1,531	1,558	903	18	39	13	18
110	Fallbrook Ave and Oxnard St	1,255	1,722	1,785	1,190	325	204	351	603
111	Winnetka Ave and Calvert St	1,160	1,403	1,541	1,131	102	464	138	0
112	Winnetka Ave and Oxnard St	1,161	1,248	1,371	1,227	529	636	303	359
113	Fallbrook Ave and Burbank Blvd	1,071	1,550	1,780	1,301	613	483	360	480
114	Winnetka Ave and Hatteras St	1,128	1,235	1,196	1,119	22	21	78	48
115	Winnetka Ave and Clark St	1,182	1,392	1,278	1,194	244	138	0	3
116	Winnetka Ave and 101 Ventura Fwy WB	884	1,185	1,342	1,183	0	605	744	0
117	Winnetka Ave and 101 Ventura Fwy EB	640	999	1,120	908	673	0	0	508
118	Winnetka Ave and Ventura Blvd	530	746	1,029	672	1,607	1,200	1,262	1,747
119	Sale Ave and Ventura Blvd	23	61	43	40	1,101	1,125	1,161	1,102
120	Topanga Canyon Blvd and Mullholland Dr	638	1,043	1,480	1,226	932	851	174	106
121	Fallbrook Ave and Ventura Blvd	848	498	1,428	1,046	480	1,200	1,066	1,090
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	124	798	337	204	463	586	1,104	439
123	Tampa Ave and Ventura Blvd	210	239	1,010	462	1,893	1,449	1,425	2,372
124	Tampa Ave and 101 Ventura Fwy EB	463	1,009	861	800	478	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	801	862	1,340	947	0	856	545	0
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bl	493	194	0	658	2,328	1,445	1,520	2,044
127	Topham St/Busway and Victory Blvd	412	478	18	15	1,725	2,388	2,004	1,284
128	Corbin Ave and Victory Blvd	724	1,087	1,266	802	1,290	1,985	1,953	1,369
129	Tampa Ave and Victory Blvd	878	1,224	1,554	864	1,600	1,862	1,744	1,820
130	Burbank Blvd and Ventura Blvd	365	376	534	321	1,695	1,231	875	1,541
131	Reseda Blvd and Burbank Blvd	813	1,212	1,791	800	527	676	919	1,345
132	Reseda Blvd and 101 Ventura Fwy EB	753	1,772	1,506	949	427	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	941	1,540	1,666	901	0	945	783	0
134	101 Ventura Fwy EB and Burbank Blvd	0	864	0	0	1,497	1,044	1,044	633
135	Canoga Ave and Nordhoff St	953	985	769	798	748	655	1,034	1,091
136	De Soto Ave and Nordhoff St	1,534	1,915	2,379	1,648	990	1,478	1,071	943
137	Topanga Canyon Blvd and Parthenia St	1,818	2,383	1,822	1,562	0	49	861	472
138	Canoga Ave and Parthenia St	952	1,246	959	938	643	864	1,275	781
139	De Soto Ave and Parthenia St	1,409	1,725	1,749	1,562	846	1,238	1,312	794
140	Fallbrook Ave and Roscoe Blvd	744	856	287	503	896	914	1,469	1,123
141	Shoup Ave and Roscoe Blvd	675	755	340	207	1,171	1,429	1,695	1,478
142	Canoga Ave and Roscoe Blvd	777	1,273	1,356	930	1,067	1,195	1,281	1,040
143	De Soto Ave and Roscoe Blvd	927	1,475	1,476	1,159	976	1,223	1,074	624
144	Mason Ave and Roscoe Blvd	1,023	1,298	1,407	1,108	1,089	1,254	1,268	1,119
145	Winnetka Ave and Roscoe Blvd	1,142	1,288	1,282	1,114	1,093	1,202	1,207	1,121
146	Fallbrook Ave and Satcoy St	834	1,259	951	731	762	535	597	637
147	Shoup Ave and Satcoy St	715	1,111	835	729	651	666	864	566
148	Mason Ave and Satcoy St	806	1,477	1,511	901	1,151	1,301	1,357	1,137
149	Winnetka Ave and Satcoy St	1,018	1,311	1,352	1,025	1,142	1,323	1,329	1,182
150	Fallbrook Av and Sherman Way	1,037	1,451	1,391	939	1,105	999	905	1,022
151	Winnetka Ave and Sherman Way	943	1,484	1,422	992	1,329	1,715	1,973	1,450
152	Woodlake Ave and Burbank Blvd	281	310	332	240	572	520	501	601

ULTS

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) FINAL AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	72	769	135	88	801	82	117	1,618	83	114	731	151
2	Canoga Ave and Vanowen St	67	876	115	119	880	126	132	1,024	92	383	680	190
3	De Soto Ave and Vanowen St	52	921	111	120	1,020	85	118	1,417	196	219	1,153	160
4	Topanga Canyon Blvd and Victory Blvd	137	854	214	69	952	123	177	1,497	106	255	705	115
5	Canoga Ave and Victory Blvd	110	987	117	128	1,166	238	162	1,215	121	237	1,484	63
6	De Soto Ave and Victory Blvd	94	756	173	105	1,295	64	89	1,496	330	596	1,857	119
7	Topanga Canyon Blvd and Erwin St	150	1,026	192	95	399	197	165	1,503	71	79	188	35
8	Owensmouth Ave and Erwin St	125	325	128	205	507	124	121	698	300	70	452	149
9	Canoga Ave and Erwin St	119	1,061	69	134	288	149	120	1,368	298	44	218	152
10	Variel Ave and Erwin St	50	178	77	126	194	75	71	429	257	32	343	87
11	De Soto Ave and Erwin St	165	1,437	5	45	2	184	24	2,211	202	20	11	25
12	Topanga Canyon Blvd and Oxnard St	114	1,255	332	54	578	232	115	1,462	52	198	255	61
13	Canoga Ave and Oxnard St	143	1,204	120	95	497	122	140	1,212	118	158	486	78
14	De Soto Ave and Oxnard St	119	1,450	31	57	149	87	45	2,294	243	279	442	60
15	Topanga Canyon Blvd and Califa St	0	1,740	200	0	0	0	117	1,805	0	0	0	85
16	Owensmouth Ave and Califa St	25	382	152	35	255	48	114	333	28	67	99	135
17	Canoga Ave and Califa St	259	1,485	135	73	186	107	114	1,300	135	30	183	53
18	De Soto Ave and Califa St	279	1,609	0	0	0	116	0	2,261	264	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	640	133	0	0	0	898	277	0
20	Topanga Canyon Blvd and Burbank Blvd	248	1,549	668	66	385	259	87	1,209	545	184	439	42
21	Owensmouth Ave and Burbank Blvd	87	59	38	293	739	84	176	118	274	69	459	144
22	Canoga Ave and Burbank Blvd	200	1,813	103	240	522	129	187	1,158	168	37	319	79
23	De Soto Ave and Burbank Blvd (N)	223	1,590	0	191	0	112	0	1,515	767	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	1,022	0	0	0	0	0	1,107	0	486	0	1,067
25	De Soto Ave 101 Ventura Fwy WB	189	1,572	0	0	0	0	0	1,230	549	160	4	628
26	Canoga Ave and 101 Ventura Fwy EB	0	1,027	229	0	0	0	389	780	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	859	129	769	4	439	990	410	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	13	1,306	273	94	133	8	202	1,792	96	213	111	88
29	Topanga Canyon Blvd and Roscoe Blvd	148	917	157	607	945	75	131	1,240	872	300	1,031	65
30	Topanga Canyon Blvd and Satcoy St	107	941	128	63	859	75	130	1,667	148	63	665	108
31	Shoup Ave and Sherman Way	170	732	87	144	893	259	89	1,082	121	164	831	54
32	Topanga Canyon Blvd and Sherman Way	137	888	171	200	816	140	99	1,850	155	340	1,164	112
33	Owensmouth Ave and Sherman Way	55	173	88	30	866	73	52	697	51	320	1,191	38
34	Canoga Ave and Sherman Way	75	764	121	94	921	69	75	1,155	118	146	1,511	141
35	De Soto Ave and Sherman Way	94	883	129	97	1,160	90	120	1,522	163	216	1,349	111
36	Fallbrook Ave and Vanowen St	38	1,262	54	110	543	97	68	1,703	124	112	436	45
37	Shoup Ave and Vanowen St	71	765	81	145	706	128	112	2,004	148	142	680	71
38	Owensmouth Ave and Vanowen St	21	180	79	86	875	105	109	1,073	175	267	955	124
39	Variel Ave and Vanowen St	78	3	48	12	891	49	19	1	27	60	1,368	23
40	Topanga Canyon Blvd and Kittridge St	11	979	45	41	7	6	23	1,766	43	32	14	13
41	Woodlake Ave and Victory Blvd	41	129	104	99	1,274	41	299	243	107	89	635	96
42	Fallbrook Ave and Victory Blvd	155	971	64	175	1,005	161	164	1,545	113	109	648	185
43	Shoup Ave and Victory Blvd	109	711	53	102	962	281	136	1,360	74	108	749	83
44	Westfield Way (Pvt) and Victory Blvd	14	5	12	23	1,233	47	5	9	29	18	1,492	13
45	Owensmouth Ave and Victory Blvd	78	291	130	63	1,197	144	237	1,186	231	241	1,196	89
46	Variel Ave and Victory Blvd	103	0	173	0	1,336	272	0	0	0	575	1,813	0
47	Mason Ave and Victory Blvd	93	86	29	312	1,836	310	351	364	1,122	101	1,907	156
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	58	270	0	0	0	124	0	1,598	7	0	0	0
49	Shoup Ave and Erwin St	2	798	113	14	4	17	306	1,257	8	103	3	107
50	Shoup Ave and Oxnard St	92	765	69	61	723	71	148	967	176	129	1,178	182
51	Owensmouth Ave and Oxnard St	78	341	51	157	565	269	97	712	123	148	446	68
52	Shoup Ave and Burbank Blvd	50	710	64	98	329	52	192	636	82	31	172	56
53	Shoup Ave and Ventura Blvd	71	437	130	83	1,020	72	648	188	274	50	837	343
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1,505	904	868	4	0	0	0	19	1,098	48
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	0	2,012	0	0	0	550	0	1,522	0	0	0	408
56	Topanga Canyon Blvd and Ventura Blvd	154	1,287	326	766	1,074	136	145	886	94	206	648	218
57	Canoga Ave and Ventura Blvd	157	452	74	544	1,289	72	186	291	264	60	963	252
58	De Soto Ave/Serrania Ave and Ventura Blvd	95	259	148	238	1,215	57	692	190	398	78	1,349	503
59	Topanga Canyon Blvd and Martinez St	7	1,184	4	118	18	20	1	1,390	14	15	5	3
60	Canoga Ave and Rocketdyne Dwy (Pvt)	52	893	0	118	0	36	24	1,777	91	3	0	1
61	De Soto Ave and Kittridge St	85	855	36	76	12	236	38	1,960	46	120	25	53
62	Topanga Canyon Blvd and Village Dwy	0	986	12	0	0	0	9	2,194	0	5	0	4
63	Canoga Ave and Trillium Dwy (Pvt)	0	1,082	446	0	0	0	272	1,644	0	142	0	26
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	170	1,750	19	0	0	69	138	2,231	48	13	2	36
65	Canoga Ave and Warner Ranch Rd (Pvt)	7	1,890	196	1	0	19	307	1,179	1	0	0	90
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	128	1,701	79	44	11	39	133	1,455	122	207	12	118
67	Owensmouth Ave and Promenade Dwy (Pvt)	35	404	50	17	1	19	71	825	56	0	0	31
68	Owensmouth Ave and West Valley Way (Pvt)	67	461	0	47	0	50	0	1,168	257	0	0	0
69	Canoga Ave and Busway	0	882	15	0	0	0	2	1,371	0	16	0	1
70	AMC Dwy and Oxnard St	28	1	64	46	947	121	9	4	13	63	872	30
71	Eton Ave and Vanowen St	76	0	21	14	900	39	3	1	4	27	1,544	8
72	Independence Ave and Vanowen St	45	1	139	16	903	43	37	2	44	78	1,385	16
73	Variel Ave and Kittridge St	44	70	58	31	78	13	21	15	27	12	33	113
74	Variel Ave and Oxnard St	26	71	16	85	374	49	114	220	156	52	689	180
75	Variel Ave and Califa St	6	1	2	47	49	8	44	12	126	6	199	122
76	Warner Center Lane and Burbank Blvd	0	0	0	126	553	0	7	0	79	0	629	34
77	De Soto Ave and Clark St	0	2,187	131	0	0	0	8	1,721	0	0	0	237
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	118	598	0	15	0	12	0	279	197
79	Owensmouth Ave and Marylee St	11	498	7	53	1	57	5	425	24	5	1	18
80	Topanga Canyon Blvd and Marylee St	0	1,850	32	0	0	0	44	1,757	0	4	0	40

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) FINAL AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
81	Topanga Canyon Blvd and Calvert St	78	1,323	97	0	0	167	202	1,909	57	0	0	101
82	Topanga Canyon Blvd and Bassett St	35	1,286	0	104	0	29	0	1,841	63	0	0	0
83	Randi Ave and Victory Blvd	41	7	65	28	1,230	36	17	10	52	38	680	2
84	Glade Ave and Erwin St	41	17	49	24	569	62	74	34	18	25	147	38
85	Randi Ave/Nevada Ave and Erwin St	15	14	73	18	451	21	54	56	36	13	183	21
86	Topanga Canyon Blvd and Clarendon St	34	1,877	26	508	25	29	144	1,177	121	5	8	107
87	Jordan Ave and Sherman Way	48	76	66	74	994	35	56	74	66	20	1,254	32
88	Remmet Ave and Sherman Way	10	9	61	21	928	68	8	29	22	163	1,309	18
89	Variel Ave and Sherman Way	114	89	28	36	924	44	69	88	47	51	1,538	62
90	Owensmouth Ave and Gault St	13	277	16	9	17	42	16	906	16	52	12	31
91	Owensmouth Ave and Hart St	36	266	14	22	19	157	13	901	55	60	40	20
92	De Soto Ave and Hart St	66	1,284	31	61	19	78	21	1,812	39	89	17	49
93	Masson Ave and Vanowen St	41	325	83	123	943	82	71	984	112	168	1,174	143
94	Don Pio Dr and Ventura Blvd	11	16	105	30	1,508	39	69	9	30	51	866	49
95	Owensmouth Ave and Saticoy St	43	158	52	54	1,061	49	59	393	53	167	1,105	75
96	Canoga Ave and Saticoy St	111	723	100	115	890	184	112	1,181	79	176	1,154	159
97	Variel Ave and Saticoy St	67	32	47	56	940	26	42	58	80	24	1,448	18
98	De Soto Ave and Saticoy St	127	772	150	146	944	98	102	1,316	191	170	1,403	68
99	Shoup Ave and Valerio St	31	785	54	24	2	78	23	1,076	11	55	6	29
100	Topanga Canyon Blvd and Valerio St	37	1,217	41	46	39	18	75	1,523	18	58	80	93
101	Canoga Ave and Valerio St	34	820	22	39	89	24	53	1,467	29	100	232	105
102	Lurline Ave and Sherman Way	8	15	63	32	1,085	10	77	22	62	54	1,694	51
103	Mason Ave and Sherman Way	72	589	69	118	1,095	57	184	1,254	179	239	1,707	154
104	Owensmouth Ave and Wyandotte St	35	182	5	18	17	75	7	635	26	16	37	19
105	Sale Ave and Vanowen St	13	7	97	10	828	11	10	3	28	80	679	5
106	Winnetka Ave and Vanowen St	87	738	114	69	941	81	126	1,271	125	181	1,228	87
107	Sale Ave and Victory Blvd	15	15	16	38	1,038	14	39	19	28	6	720	74
108	Winnetka Ave and Victory Blvd	148	792	213	85	1,298	206	226	1,090	261	333	1,939	64
109	Winnetka Ave and Busway	0	903	0	0	18	0	0	1,531	0	0	39	0
110	Fallbrook Ave and Oxnard St	24	1,069	153	40	246	45	203	1,554	37	122	142	104
111	Winnetka Ave and Calvert St	214	1,005	0	65	0	45	0	1,314	247	56	33	59
112	Winnetka Ave and Oxnard St	65	1,234	42	191	324	95	134	1,424	268	40	291	93
113	Fallbrook Ave and Burbank Blvd	51	1,016	26	191	351	109	134	1,424	207	29	236	93
114	Winnetka Ave and Hatteras St	4	1,134	26	7	3	12	19	1,172	9	49	9	18
115	Winnetka Ave and Clark St	83	1,189	0	64	3	196	0	1,214	54	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	146	737	0	0	0	0	0	897	464	287	11	478
117	Winnetka Ave and 101 Ventura Fwy EB	0	489	165	418	0	282	362	748	0	0	0	0
118	Winnetka Ave and Ventura Blvd	107	349	65	217	1,376	62	369	539	253	143	923	192
119	Sale Ave and Ventura Blvd	7	0	16	15	1,064	22	22	3	18	36	1,100	25
120	Topanga Canyon Blvd and Mullholland Dr	125	492	20	690	65	177	20	885	609	17	120	42
121	Fallbrook Ave and Ventura Blvd	70	655	124	88	380	26	585	296	580	175	578	355
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	15	84	35	33	326	103	80	228	40	474	557	90
123	Tampa Ave and Ventura Blvd	68	105	34	81	1,828	62	579	156	287	19	1,109	288
124	Tampa Ave and 101 Ventura Fwy EB	0	470	0	347	0	143	0	865	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	221	593	0	0	0	0	0	683	646	182	0	361
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	146	164	203	418	1,851	76	0	0	0	117	1,298	106
127	Topham St/Busway and Victory Blvd	382	15	15	0	1,268	510	0	18	0	0	2,005	0
128	Corbin Ave and Victory Blvd	39	588	125	88	1,170	16	145	897	271	173	1,673	124
129	Tampa Ave and Victory Blvd	76	684	138	81	1,439	74	258	1,066	226	83	1,563	97
130	Burbank Blvd and Ventura Blvd	137	165	69	160	1,502	101	32	223	278	51	814	10
131	Reseda Blvd and Burbank Blvd	28	444	335	87	362	90	696	965	162	156	485	284
132	Reseda Blvd and 101 Ventura Fwy EB	0	771	0	177	0	287	0	1,516	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy Wb	426	513	0	0	0	0	0	1,156	524	383	11	393
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	653	880	0	0	0	0	1,044	0
135	Canoga Ave and Nordhoff St	76	583	306	16	688	88	145	633	6	263	580	197
136	De Soto Ave and Nordhoff St	83	1,308	140	282	674	44	135	1,754	504	115	889	73
137	Topanga Canyon Blvd and Parthenia St	0	1,579	357	0	0	0	114	1,795	28	730	25	90
138	Canoga Ave and Parthenia St	33	681	237	55	461	135	82	852	24	318	806	232
139	De Soto Ave and Parthenia St	61	1,283	74	114	651	80	86	1,532	148	112	1,036	164
140	Fallbrook Ave and Roscoe Blvd	102	254	400	33	675	189	47	191	48	474	762	231
141	Shoup Ave and Roscoe Blvd	93	168	435	27	1,047	97	14	303	20	358	1,319	11
142	Canoga Ave and Roscoe Blvd	77	641	86	153	926	42	88	1,133	110	138	1,022	135
143	De Soto Ave and Roscoe Blvd	96	857	40	357	555	40	72	1,320	162	114	963	41
144	Mason Ave and Roscoe Blvd	82	851	94	142	926	69	97	1,150	168	93	1,023	144
145	Winnetka Ave and Roscoe Blvd	118	850	171	143	858	88	102	1,062	131	136	952	133
146	Fallbrook Ave and Saticoy St	97	614	126	69	481	220	29	884	42	154	394	54
147	Shoup Ave and Saticoy St	80	600	39	56	492	122	66	764	15	224	570	72
148	Mason Ave and Saticoy St	107	673	35	134	960	95	141	1,244	149	149	1,083	116
149	Winnetka Ave and Saticoy St	109	780	127	104	915	121	138	1,080	132	109	1,080	139
150	Fallbrook Av and Sherman Way	134	734	176	137	767	191	97	1,142	147	127	717	71
151	Winnetka Ave and Sherman Way	97	856	129	119	1,137	154	182	1,319	127	233	1,534	184
152	Woodlake Ave and Burbank Blvd	56	149	72	54	486	51	66	195	81	62	389	51

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT AM WITH VARIEL AVE CORRIDOR IMPROVEMENT MODEL
VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1317	391	844	672	953	525	1289	458
2	Canoga Ave and Vanowen St	934	575	680	549	520	452	1222	544
3	De Soto Ave and Vanowen St	1259	705	601	457	771	386	1152	713
4	Topanga Canyon Blvd and Victory Blvd	1308	660	1219	734	997	858	1542	524
5	Canoga Ave and Victory Blvd	939	2253	589	1294	467	1574	1558	1477
6	De Soto Ave and Victory Blvd	1296	2164	516	1847	524	1683	1291	2325
7	Topanga Canyon Blvd and Erwin St	1176	124	1541	690	1407	297	1477	349
8	Owensmouth Ave and Erwin St	781	468	220	615	223	567	498	797
9	Canoga Ave and Erwin St	1889	323	953	417	1006	443	1589	543
10	Variel Ave and Erwin St	505	207	77	431	155	307	257	501
11	De Soto Ave and Erwin St	1189	0	648	374	691	0	1189	331
12	Topanga Canyon Blvd and Oxnard St	1281	342	1620	771	1575	775	1389	275
13	Canoga Ave and Oxnard St	1650	531	1252	460	1012	599	1843	439
14	De Soto Ave and Oxnard St	1279	423	813	295	767	362	1255	425
15	Topanga Canyon Blvd and Califa St	1335	210	1678	0	1660	472	1091	0
16	Owensmouth Ave and Califa St	355	334	496	367	337	440	550	224
17	Canoga Ave and Califa St	1608	243	1241	540	1195	477	1473	486
18	De Soto Ave and Califa St	1200	0	737	184	827	0	757	537
19	101 Ventura Fwy WB and Burbank Blvd	0	942	0	579	0	579	697	244
20	Topanga Canyon Blvd and Burbank Blvd	1080	951	2518	600	1622	1011	1554	962
21	Owensmouth Ave and Burbank Blvd	545	494	0	875	423	643	0	847
22	Canoga Ave and Burbank Blvd	1635	14	1152	555	1566	15	1372	403
23	De Soto Ave and Burbank Blvd (N)	834	0	898	119	830	0	751	270
24	Canoga Ave and 101 Ventura Fwy WB	1092	617	644	0	1219	0	1135	0
25	De Soto Ave 101 Ventura Fwy WB	713	603	860	0	1279	0	775	122
26	Canoga Ave and 101 Ventura Fwy EB	1135	0	744	0	644	731	503	0
27	De Soto Ave and 101 Ventura Fwy EB	775	0	850	466	860	678	554	0
28	Topanga Canyon Blvd and Nordhoff St	2089	497	1609	0	2106	497	1591	0
29	Topanga Canyon Blvd and Roscoe Blvd	1463	768	891	1061	1312	741	1166	962
30	Topanga Canyon Blvd and Saticoy St	1238	537	806	417	978	667	1015	337
31	Shoup Ave and Sherman Way	739	427	386	810	468	574	723	598
32	Topanga Canyon Blvd and Sherman Way	1069	467	813	574	844	635	1016	427
33	Owensmouth Ave and Sherman Way	252	768	127	654	127	683	540	451
34	Canoga Ave and Sherman Way	643	1032	694	873	365	867	1080	930
35	De Soto Ave and Sherman Way	1133	2102	630	861	856	1549	1019	1301
36	Fallbrook Ave and Vanowen St	947	164	674	322	732	260	875	241
37	Shoup Ave and Vanowen St	723	295	317	260	386	392	651	164
38	Owensmouth Ave and Vanowen St	789	513	199	505	196	538	763	511
39	Variel Ave and Vanowen St	255	574	142	452	0	365	483	575
40	Topanga Canyon Blvd and Kittridge St	1288	0	793	60	854	0	1207	81
41	Woodlake Ave and Victory Blvd	371	344	165	314	174	727	189	103
42	Fallbrook Ave and Victory Blvd	858	512	737	615	740	810	948	227
43	Shoup Ave and Victory Blvd	568	394	439	989	228	707	861	594
44	Westfield Way (Pvt) and Victory Blvd	23	1123	0	876	8	851	0	1163
45	Owensmouth Ave and Victory Blvd	1128	1088	431	851	464	958	952	1123
46	Variel Ave and Victory Blvd	977	2074	344	1504	223	1686	872	2117
47	Mason Ave and Victory Blvd	1702	1249	0	1683	1102	1368	0	2164
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	763	0	656	197	199	0	1258	159
49	Shoup Ave and Erwin St	861	193	381	0	439	621	375	0
50	Shoup Ave and Oxnard St	442	114	521	546	422	439	590	172
51	Owensmouth Ave and Oxnard St	421	477	316	554	186	549	633	400
52	Shoup Ave and Burbank Blvd	407	49	952	534	443	321	819	359
53	Shoup Ave and Ventura Blvd	819	842	427	724	952	1079	429	351
54	101 Ventura Fwy EB and Ventura Blvd	0	334	601	1113	688	1022	0	338
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	1554	578	1981	0	2518	0	1595	0
56	Topanga Canyon Blvd and Ventura Blvd	1201	590	1599	1022	1896	804	1378	334
57	Canoga Ave and Ventura Blvd	503	490	308	445	744	385	265	352
58	De Soto Ave/Serrania Ave and Ventura Blvd	554	1605	423	786	850	1062	403	1052
59	Topanga Canyon Blvd and Martinez St	925	0	1078	0	945	0	1058	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1222	0	537	159	680	0	1061	175
61	De Soto Ave and Kittridge St	1152	172	524	146	601	69	1296	28
62	Topanga Canyon Blvd and Village Dwy	1542	0	1592	89	1219	0	1781	222
63	Canoga Ave and Trillium Dwy (Pvt)	1558	236	1006	125	589	277	1889	170
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	757	106	830	93	737	16	834	199
65	Canoga Ave and Warner Ranch Rd (Pvt)	1473	115	1566	57	1241	314	1635	21
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	751	73	922	2	898	53	612	186
67	Owensmouth Ave and Promenade Dwy (Pvt)	498	46	186	8	220	86	421	9
68	Owensmouth Ave and West Valley Way (Pvt)	952	81	223	152	431	153	781	44
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	400	30	1086	0	554	101	862
71	Eton Ave and Vanowen St	0	575	0	452	0	452	0	575
72	Independence Ave and Vanowen St	0	713	91	365	0	457	138	574
73	Variel Ave and Kittridge St	483	10	142	0	142	0	493	0
74	Variel Ave and Oxnard St	332	463	80	225	188	353	226	332
75	Variel Ave and Califa St	77	70	0	55	52	98	0	52
76	Warner Center Lane and Burbank Blvd	69	270	0	82	121	119	0	181

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT AM WITH VARIEL AVE CORRIDOR IMPROVEMENT MODEL
VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	710	83	1279	0	1359	0	713	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	550	34	417	50	496	16	512	28
80	Topanga Canyon Blvd and Marylee St	1091	21	1666	0	1678	14	1086	0
81	Topanga Canyon Blvd and Calvert St	1477	114	1575	104	1541	438	1281	11
82	Topanga Canyon Blvd and Bassett St	1318	0	953	1	955	0	1317	0
83	Randi Ave and Victory Blvd	81	410	152	707	60	799	96	394
84	Glade Ave and Erwin St	48	162	14	666	2	678	53	156
85	Randi Ave/Nevada Ave and Erwin St	0	156	90	575	0	666	21	135
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	143	485	5	635	60	662	80	467
88	Remmet Ave and Sherman Way	186	834	63	683	56	730	211	768
89	Variel Ave and Sherman Way	46	1301	0	866	2	861	240	1108
90	Owensmouth Ave and Gault St	540	0	127	1	127	1	540	0
91	Owensmouth Ave and Hart St	540	15	133	65	127	1	620	5
92	De Soto Ave and Hart St	1259	0	771	0	771	0	1259	0
93	Mason Ave and Vanowen St	1040	1097	1185	322	599	843	1613	589
94	Don Pio Dr and Ventura Blvd	0	352	237	804	0	445	359	590
95	Owensmouth Ave and Satcoy St	382	461	124	490	242	499	241	476
96	Canoga Ave and Satcoy St	812	1000	542	417	551	890	835	495
97	Variel Ave and Satcoy St	16	821	50	705	0	658	64	872
98	De Soto Ave and Satcoy St	1252	686	1016	658	1131	423	1238	821
99	Shoup Ave and Valerio St	793	261	468	0	448	335	739	0
100	Topanga Canyon Blvd and Valerio St	1015	0	806	0	806	0	1015	0
101	Canoga Ave and Valerio St	835	68	432	163	542	54	749	155
102	Lurline Ave and Sherman Way	260	2287	0	1549	185	1810	0	2102
103	Mason Ave and Sherman Way	985	2665	700	1810	632	2200	1040	2287
104	Owensmouth Ave and Wyandotte St	241	48	127	26	124	29	252	37
105	Sale Ave and Vanowen St	0	164	0	260	0	260	0	164
106	Winnetka Ave and Vanowen St	987	747	440	802	604	531	883	957
107	Sale Ave and Victory Blvd	357	594	0	810	259	989	0	512
108	Winnetka Ave and Victory Blvd	872	1703	718	1340	440	1278	1182	1733
109	Winnetka Ave and Busway	883	0	440	2	440	0	872	13
110	Fallbrook Ave and Oxnard St	948	215	660	240	737	583	590	152
111	Winnetka Ave and Calvert St	1182	0	718	0	718	0	1182	0
112	Winnetka Ave and Oxnard St	1182	293	614	285	718	202	929	526
113	Fallbrook Ave and Burbank Blvd	590	416	476	889	660	609	739	363
114	Winnetka Ave and Hatteras St	929	42	617	0	614	3	971	0
115	Winnetka Ave and Clark St	971	0	716	95	617	0	1019	147
116	Winnetka Ave and 101 Ventura Fwy WB	1019	605	462	0	716	0	1037	333
117	Winnetka Ave and 101 Ventura Fwy EB	1037	0	502	309	462	611	774	0
118	Winnetka Ave and Ventura Blvd	774	1420	637	541	502	813	954	1104
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mullholland Dr	662	166	510	750	1232	94	682	79
121	Fallbrook Ave and Ventura Blvd	854	351	1003	109	587	724	357	648
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	116	648	403	205	178	109	690	396
123	Tampa Ave and Ventura Blvd	1140	1211	164	1025	295	1865	183	1197
124	Tampa Ave and 101 Ventura Fwy EB	797	0	295	549	502	0	1140	0
125	Tampa Ave and 101 Ventura Fwy WB	990	705	502	0	808	0	797	592
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bly	0	1275	268	1865	1231	804	161	1211
127	Topham St/Busway and Victory Blvd	0	1088	614	1278	0	687	591	1703
128	Corbin Ave and Victory Blvd	1265	1111	979	687	740	851	1362	1088
129	Tampa Ave and Victory Blvd	561	1395	445	934	335	1162	639	1199
130	Burbank Blvd and Ventura Blvd	512	861	459	1596	120	762	1093	1452
131	Reseda Blvd and Burbank Blvd	1147	1021	684	120	242	1147	1071	512
132	Reseda Blvd and 101 Ventura Fwy EB	1036	0	242	490	621	0	1147	0
133	Reseda Blvd and 101 Ventura Fwy WB	1105	563	621	0	815	0	1036	438
134	101 Ventura Fwy EB and Burbank Blvd	0	1021	0	1147	0	416	731	1021
135	Canoga Ave and Nordhoff St	348	1057	462	636	216	1076	610	600
136	De Soto Ave and Nordhoff St	1429	589	686	1076	1357	657	708	1057
137	Topanga Canyon Blvd and Parthenia St	1591	978	1625	0	1609	866	1719	0
138	Canoga Ave and Parthenia St	610	766	532	1037	462	799	666	1018
139	De Soto Ave and Parthenia St	1035	473	989	535	1101	444	1007	479
140	Fallbrook Ave and Roscoe Blvd	315	596	605	443	270	728	655	306
141	Shoup Ave and Roscoe Blvd	457	939	355	728	327	1045	510	596
142	Canoga Ave and Roscoe Blvd	843	976	399	673	667	898	634	698
143	De Soto Ave and Roscoe Blvd	917	918	1033	1032	840	734	1238	1089
144	Mason Ave and Roscoe Blvd	1137	911	1069	734	969	876	1089	918
145	Winnetka Ave and Roscoe Blvd	832	981	984	876	841	922	1000	911
146	Fallbrook Ave and Satcoy St	775	248	869	370	681	354	1056	171
147	Shoup Ave and Satcoy St	409	470	448	616	271	504	793	374
148	Mason Ave and Satcoy St	1163	884	862	601	850	688	1139	835
149	Winnetka Ave and Satcoy St	850	1093	880	823	737	965	1133	811
150	Fallbrook Av and Sherman Way	827	598	732	877	677	810	947	600
151	Winnetka Ave and Sherman Way	981	2613	693	1919	738	2076	1122	2271
152	Woodlake Ave and Burbank Blvd	297	363	382	668	301	889	318	203

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT AM WITH VARIEL AVENUE CORRIDOR IMPROVEMENT
DIFFERENCE (WITH IMPROVEMENT - WITHOUT IMPROVEMENT)

Int #	INTERSECTION	APPROACH			DEPARTURE				
		NL	EL	SL	NL	EL	SL	WL	
1	Topanga Canyon Blvd and Vanowen St	-54	-52	3	6	-6	-10	-51	-29
2	Canoga Ave and Vanowen St	-13	-268	-49	47	-6	-47	-154	-77
3	De Soto Ave and Vanowen St	38	84	127	-110	11	-1	44	85
4	Topanga Canyon Blvd and Victory Blvd	-31	89	-6	-15	4	3	-3	33
5	Canoga Ave and Victory Blvd	-144	403	-12	-70	-36	37	37	141
6	De Soto Ave and Victory Blvd	-269	-159	-39	173	-97	9	-16	-189
7	Topanga Canyon Blvd and Erwin St	-1	-2	7	-10	-4	-11	2	7
8	Owensmouth Ave and Erwin St	5	19	-5	-10	9	1	2	-2
9	Canoga Ave and Erwin St	35	12	-6	-8	-5	4	13	19
10	Variel Ave and Erwin St	48	58	8	10	32	50	18	24
11	De Soto Ave and Erwin St	-16	0	0	47	-36	0	15	53
12	Topanga Canyon Blvd and Oxnard St	3	4	7	-1	3	-1	-4	15
13	Canoga Ave and Oxnard St	14	13	-5	5	-3	6	15	11
14	De Soto Ave and Oxnard St	15	-7	-16	5	-2	-6	-13	18
15	Topanga Canyon Blvd and Califa St	-4	3	6	0	7	0	-2	0
16	Owensmouth Ave and Califa St	13	1	-8	2	-6	6	3	4
17	Canoga Ave and Califa St	13	1	-3	6	-5	-1	23	0
18	De Soto Ave and Califa St	-9	0	-7	-4	-14	0	10	-16
19	101 Ventura Fwy WB and Burbank Blvd	0	2	0	-1	0	-1	2	0
20	Topanga Canyon Blvd and Burbank Blvd	-2	4	3	-1	6	-8	4	2
21	Owensmouth Ave and Burbank Blvd	2	2	0	-6	-8	1	0	4
22	Canoga Ave and Burbank Blvd	22	1	-6	2	-4	0	21	2
23	De Soto Ave and Burbank Blvd (N)	11	0	-5	-1	-8	0	8	5
24	Canoga Ave and 101 Ventura Fwy WB	19	0	1	0	-9	0	29	0
25	De Soto Ave 101 Ventura Fwy WB	6	0	-7	0	5	0	-9	3
26	Canoga Ave and 101 Ventura Fwy EB	29	0	-3	0	1	6	19	0
27	De Soto Ave and 101 Ventura Fwy EB	-9	0	-3	-1	-7	4	-8	0
28	Topanga Canyon Blvd and Nordhoff St	-2	5	-4	0	0	7	-9	0
29	Topanga Canyon Blvd and Roscoe Blvd	-15	7	5	-1	2	1	-9	1
30	Topanga Canyon Blvd and Saticoy St	-4	-1	3	7	5	9	-7	-2
31	Shoup Ave and Sherman Way	-6	-5	12	7	5	16	-16	4
32	Topanga Canyon Blvd and Sherman Way	-20	-24	-3	16	2	6	-35	-5
33	Owensmouth Ave and Sherman Way	-8	-12	0	26	0	14	-15	6
34	Canoga Ave and Sherman Way	-7	-57	-2	11	-1	-9	10	-55
35	De Soto Ave and Sherman Way	15	98	11	-12	-21	-15	31	116
36	Fallbrook Ave and Vanowen St	-12	-36	-16	11	-11	5	-28	-16
37	Shoup Ave and Vanowen St	-16	-29	-4	5	12	5	-28	-36
38	Owensmouth Ave and Vanowen St	-52	-82	0	-16	3	34	-122	-63
39	Variel Ave and Vanowen St	255	89	148	-47	0	15	328	-195
40	Topanga Canyon Blvd and Kittridge St	-51	0	2	1	4	0	-33	-18
41	Woodlake Ave and Victory Blvd	-5	14	2	-15	3	-7	-3	2
42	Fallbrook Ave and Victory Blvd	-18	23	-2	-10	-7	-3	-8	14
43	Shoup Ave and Victory Blvd	-20	15	14	0	1	-15	-7	30
44	Westfield Way (Pvt) and Victory Blvd	0	91	0	0	0	-1	0	92
45	Owensmouth Ave and Victory Blvd	-108	128	12	-1	9	-75	6	91
46	Variel Ave and Victory Blvd	977	-183	37	43	223	179	52	419
47	Mason Ave and Victory Blvd	-130	4	0	9	-23	64	0	-159
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	-122	0	20	5	0	0	-109	10
49	Shoup Ave and Erwin St	-7	10	5	0	14	-8	1	0
50	Shoup Ave and Oxnard St	1	4	2	-5	5	0	-1	-3
51	Owensmouth Ave and Oxnard St	14	11	-5	-8	-4	2	12	1
52	Shoup Ave and Burbank Blvd	11	1	-1	9	3	-2	17	2
53	Shoup Ave and Ventura Blvd	17	4	-2	3	-1	8	4	10
54	101 Ventura Fwy EB and Ventura Blvd	0	3	-3	9	8	-1	0	3
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	4	-9	4	0	3	0	-5	0
56	Topanga Canyon Blvd and Ventura Blvd	9	3	-2	-1	3	0	3	3
57	Canoga Ave and Ventura Blvd	19	1	3	1	-3	-1	23	5
58	De Soto Ave/Serrania Ave and Ventura Blvd	-8	-4	-2	-5	-3	6	-5	-20
59	Topanga Canyon Blvd and Martinez St	-1	0	4	0	4	0	0	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	-154	0	-39	-7	-49	0	-153	-1
61	De Soto Ave and Kittridge St	44	-22	-97	-219	127	-17	-269	-136
62	Topanga Canyon Blvd and Village Dwy	-3	0	-4	1	-6	0	-3	2
63	Canoga Ave and Trillium Dwy (Pvt)	37	0	-5	-1	-12	2	35	6
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	10	0	-8	1	-7	0	11	-1
65	Canoga Ave and Warner Ranch Rd (Pvt)	23	0	-4	1	-3	-1	22	0
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	8	0	-4	0	-5	0	5	5
67	Owensmouth Ave and Promenade Dwy (Pvt)	2	0	-4	0	-5	-12	14	0
68	Owensmouth Ave and West Valley Way (Pvt)	6	0	9	3	12	0	5	1
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	1	0	-1	0	-8	0	8
71	Eton Ave and Vanowen St	0	-195	-73	-47	0	-47	0	-268
72	Independence Ave and Vanowen St	0	85	-126	15	0	-110	-4	89
73	Variel Ave and Kittridge St	228	10	-127	0	-148	-5	338	-73
74	Variel Ave and Oxnard St	19	19	4	10	8	8	23	12
75	Variel Ave and Califa St	18	6	0	4	5	21	0	2
76	Warner Center Lane and Burbank Blvd	-1	5	0	-1	2	-1	0	3

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT AM WITH VARIEL AVENUE CORRIDOR IMPROVEMENT
DIFFERENCE (WITH IMPROVEMENT - WITHOUT IMPROVEMENT)

Int #	INTERSECTION	APPROACH			DEPARTURE				
		NL	EL	SL	NL	EL	SL	WL	
77	De Soto Ave and Clark St	5	-12	5	0	-9	0	6	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	3	0	-9	0	-8	0	2	1
80	Topanga Canyon Blvd and Marylee St	-2	0	6	0	6	0	-2	0
81	Topanga Canyon Blvd and Calvert St	2	0	3	1	7	-4	3	0
82	Topanga Canyon Blvd and Bassett St	-55	0	-6	0	-6	0	-54	-2
83	Randi Ave and Victory Blvd	-18	34	0	-15	1	-15	0	15
84	Glade Ave and Erwin St	2	10	0	-7	0	-7	1	9
85	Randi Ave/Nevada Ave and Erwin St	0	9	0	-7	0	-7	0	10
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	-16	-8	0	6	6	21	-20	-24
88	Remmet Ave and Sherman Way	-12	-22	-1	14	-1	11	-20	-12
89	Variel Ave and Sherman Way	25	116	0	-10	0	-12	217	-75
90	Owensmouth Ave and Gault St	-15	0	0	1	0	1	-15	0
91	Owensmouth Ave and Hart St	-15	-27	2	-3	0	-1	-42	0
92	De Soto Ave and Hart St	38	0	11	0	11	0	38	0
93	Mason Ave and Vanowen St	-41	26	2	-1	16	-16	-98	84
94	Don Pio Dr and Ventura Blvd	0	5	-2	0	0	1	-1	3
95	Owensmouth Ave and Saticoy St	2	-1	1	0	0	11	-5	-2
96	Canoga Ave and Saticoy St	8	-15	3	0	3	9	4	-19
97	Variel Ave and Saticoy St	16	-14	0	2	0	2	17	-14
98	De Soto Ave and Saticoy St	3	10	-21	2	-9	3	16	-14
99	Shoup Ave and Valerio St	-6	-1	5	0	4	-1	-6	0
100	Topanga Canyon Blvd and Valerio St	-7	0	3	0	3	0	-7	0
101	Canoga Ave and Valerio St	4	-18	3	0	3	0	-21	8
102	Lurline Ave and Sherman Way	-3	97	0	-15	0	-18	0	98
103	Mason Ave and Sherman Way	27	-16	16	-18	-11	-36	-41	97
104	Owensmouth Ave and Wyandotte St	-5	-14	0	1	1	1	-8	-11
105	Sale Ave and Vanowen St	0	-36	0	5	0	5	0	-36
106	Winnetka Ave and Vanowen St	-24	2	8	-20	-4	1	-55	22
107	Sale Ave and Victory Blvd	4	30	0	-3	6	0	0	23
108	Winnetka Ave and Victory Blvd	-42	-24	1	64	8	-2	-8	1
109	Winnetka Ave and Busway	-55	0	8	0	8	0	-42	-13
110	Fallbrook Ave and Oxnard St	-8	-2	1	0	-2	-1	-10	1
111	Winnetka Ave and Calvert St	-8	0	1	0	1	0	-8	0
112	Winnetka Ave and Oxnard St	-8	-2	7	2	1	4	1	-5
113	Fallbrook Ave and Burbank Blvd	-10	2	-7	0	1	6	-15	-5
114	Winnetka Ave and Hatteras St	1	-1	7	0	7	0	0	0
115	Winnetka Ave and Clark St	0	0	-3	0	7	0	3	-12
116	Winnetka Ave and 101 Ventura Fwy WB	3	1	2	0	-3	0	5	4
117	Winnetka Ave and 101 Ventura Fwy EB	5	0	3	1	2	3	3	0
118	Winnetka Ave and Ventura Blvd	3	-8	-8	10	3	3	-5	-3
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mulholland Dr	-2	0	11	-7	0	-2	2	1
121	Fallbrook Ave and Ventura Blvd	-14	10	1	2	-6	3	2	-1
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	0	-1	-3	4	7	2	-2	-5
123	Tampa Ave and Ventura Blvd	6	-1	2	1	5	-1	-1	4
124	Tampa Ave and 101 Ventura Fwy EB	14	0	5	5	19	0	6	0
125	Tampa Ave and 101 Ventura Fwy WB	7	-3	19	0	6	0	14	3
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bl	0	-5	0	-1	-3	-2	-1	-1
127	Topham St/Busway and Victory Blvd	0	-21	-4	-2	0	-5	3	-24
128	Corbin Ave and Victory Blvd	-18	-10	-5	-5	-1	-1	-18	-21
129	Tampa Ave and Victory Blvd	-9	4	5	-6	0	2	0	-7
130	Burbank Blvd and Ventura Blvd	-5	0	2	3	1	4	-14	7
131	Reseda Blvd and Burbank Blvd	5	3	-2	1	1	1	9	-5
132	Reseda Blvd and 101 Ventura Fwy EB	-2	0	1	7	1	0	5	0
133	Reseda Blvd and 101 Ventura Fwy WB	7	-9	1	0	3	0	-2	-3
134	101 Ventura Fwy EB and Burbank Blvd	0	3	0	1	0	4	-2	3
135	Canoga Ave and Nordhoff St	6	-11	-2	0	-1	-2	3	-7
136	De Soto Ave and Nordhoff St	15	-2	7	-2	-1	6	23	-11
137	Topanga Canyon Blvd and Parthenia St	-9	-19	-1	0	-4	-12	-12	0
138	Canoga Ave and Parthenia St	3	11	0	-3	-2	-2	12	3
139	De Soto Ave and Parthenia St	24	16	1	-2	7	0	20	11
140	Fallbrook Ave and Roscoe Blvd	0	6	-3	-2	6	-11	6	0
141	Shoup Ave and Roscoe Blvd	0	-2	3	-11	-9	-2	-6	6
142	Canoga Ave and Roscoe Blvd	9	-1	2	3	0	5	10	2
143	De Soto Ave and Roscoe Blvd	21	4	-10	4	1	12	7	0
144	Mason Ave and Roscoe Blvd	-2	2	-11	12	2	-2	-1	4
145	Winnetka Ave and Roscoe Blvd	4	17	-1	-2	0	1	15	2
146	Fallbrook Ave and Saticoy St	0	-3	-1	0	-3	4	-6	2
147	Shoup Ave and Saticoy St	-6	-2	4	4	6	4	-6	-3
148	Mason Ave and Saticoy St	3	26	-11	2	-2	-13	28	9
149	Winnetka Ave and Saticoy St	18	-15	18	-14	-6	1	-13	25
150	Fallbrook Av and Sherman Way	-6	4	-11	10	-1	7	-12	3
151	Winnetka Ave and Sherman Way	-12	17	-4	-35	18	-9	-27	-16
152	Woodlake Ave and Burbank Blvd	0	-5	6	1	2	0	0	0

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL 2035 WITH PROJECT AM WITH MITIGATION (VARIEL AVE CORRIDOR IMPRV)
FOR POST PROCESSOR

Int #	INTERSECTION	NB		SB		EB		WB	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	962	1,765	1,755	1,004	978	840	947	1,035
2	Canoga Ave and Vanowen St	1,014	1,360	1,213	1,135	1,105	739	989	1,081
3	De Soto Ave and Vanowen St	1,152	1,766	1,776	1,213	1,118	1,473	1,616	1,210
4	Topanga Canyon Blvd and Victory Blvd	1,117	1,874	1,739	952	1,111	983	1,160	1,348
5	Canoga Ave and Victory Blvd	914	1,728	1,313	892	1,482	1,858	2,179	1,390
6	De Soto Ave and Victory Blvd	949	1,966	1,639	854	1,657	2,094	2,194	1,525
7	Topanga Canyon Blvd and Erwin St	1,387	1,782	1,667	1,140	683	418	288	684
8	Owensmouth Ave and Erwin St	530	860	1,125	631	828	877	597	713
9	Canoga Ave and Erwin St	1,228	1,500	1,841	1,343	501	655	413	483
10	Variel Ave and Erwin St	281	538	781	379	407	573	355	336
11	De Soto Ave and Erwin St	1,541	2,425	2,457	1,472	281	399	49	31
12	Topanga Canyon Blvd and Oxnard St	1,727	1,889	1,593	1,351	839	412	519	1,026
13	Canoga Ave and Oxnard St	1,472	1,508	1,479	1,344	689	759	736	765
14	De Soto Ave and Oxnard St	1,590	2,649	2,563	1,566	299	791	776	220
15	Topanga Canyon Blvd and Califa St	1,881	1,803	1,971	1,833	0	0	85	318
16	Owensmouth Ave and Califa St	554	453	448	548	342	144	303	501
17	Canoga Ave and Califa St	1,808	1,461	1,578	1,608	374	523	268	435
18	De Soto Ave and Califa St	1,776	2,388	2,581	1,595	116	490	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,034	0	0	770	272	1,169	639
20	Topanga Canyon Blvd and Burbank Blvd	2,438	1,631	1,758	1,664	685	1,114	673	1,134
21	Owensmouth Ave and Burbank Blvd	166	242	534	482	1,113	826	659	922
22	Canoga Ave and Burbank Blvd	2,101	1,347	1,478	2,130	889	627	394	789
23	De Soto Ave and Burbank Blvd (N)	1,771	1,636	2,305	1,774	303	969	0	0
24	Canoga Ave and 101 Ventura Fwy WB	1,252	1,211	1,031	1,092	0	183	1,177	981
25	De Soto Ave 101 Ventura Fwy WB	1,701	1,345	1,796	2,206	0	703	751	0
26	Canoga Ave and 101 Ventura Fwy EB	1,219	769	1,146	1,028	0	0	0	596
27	De Soto Ave and 101 Ventura Fwy EB	955	765	1,397	1,622	1,133	0	0	1,099
28	Topanga Canyon Blvd and Nordhoff St	1,567	1,991	2,854	2,668	228	214	442	615
29	Topanga Canyon Blvd and Roscoe Blvd	1,169	1,587	2,268	1,506	1,556	2,021	1,428	1,235
30	Topanga Canyon Blvd and Saticoy St	1,168	1,796	1,944	1,119	975	914	837	1,095
31	Shoup Ave and Sherman Way	1,002	1,490	1,274	924	1,264	1,121	1,042	1,056
32	Topanga Canyon Blvd and Sherman Way	1,195	2,297	2,082	1,193	1,145	1,453	1,589	1,066
33	Owensmouth Ave and Sherman Way	318	1,077	782	231	984	1,293	1,538	1,021
34	Canoga Ave and Sherman Way	963	1,382	1,310	975	1,070	1,625	1,749	1,109
35	De Soto Ave and Sherman Way	1,118	1,847	1,791	1,040	1,282	1,701	1,776	1,396
36	Fallbrook Ave and Vanowen St	1,281	1,706	1,746	1,356	145	120	29	46
37	Shoup Ave and Vanowen St	909	1,447	1,437	995	986	864	864	889
38	Owensmouth Ave and Vanowen St	256	1,325	1,307	395	1,051	1,084	1,267	1,079
39	Variel Ave and Vanowen St	278	439	298	34	918	1,280	1,525	969
40	Topanga Canyon Blvd and Kittridge St	949	1,763	1,789	958	56	52	48	70
41	Woodlake Ave and Victory Blvd	222	305	678	328	1,242	667	730	1,433
42	Fallbrook Ave and Victory Blvd	1,062	1,680	1,831	1,326	1,241	862	902	1,206
43	Shoup Ave and Victory Blvd	891	1,744	1,549	879	1,334	964	949	1,137
44	Westfield Way (Pvt) and Victory Blvd	26	58	44	41	1,288	1,629	1,574	1,246
45	Owensmouth Ave and Victory Blvd	518	1,454	1,563	407	1,364	1,598	1,551	1,491
46	Variel Ave and Victory Blvd	314	900	977	223	1,654	2,336	2,204	1,689
47	Mason Ave and Victory Blvd	180	651	1,476	477	2,498	2,964	2,069	2,131
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	581	1,614	1,234	270	111	69	0	0
49	Shoup Ave and Erwin St	924	1,379	1,557	931	33	12	224	416
50	Shoup Ave and Oxnard St	932	1,163	1,266	1,005	833	1,420	1,500	942
51	Owensmouth Ave and Oxnard St	468	1,038	804	500	953	650	641	678
52	Shoup Ave and Burbank Blvd	827	728	922	841	458	308	256	585
53	Shoup Ave and Ventura Blvd	627	315	1,059	864	1,181	1,194	1,234	1,726
54	101 Ventura Fwy EB and Ventura Blvd	1,503	23	0	961	1,787	1,101	1,169	2,373
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	1,958	2,013	1,588	2,424	515	0	388	0
56	Topanga Canyon Blvd and Ventura Blvd	1,762	1,232	1,133	2,275	1,881	901	1,074	1,456
57	Canoga Ave and Ventura Blvd	686	431	732	1,216	1,847	1,355	1,292	1,508
58	De Soto Ave/Serrania Ave and Ventura Blvd	490	321	1,204	963	1,475	1,736	1,938	2,062
59	Topanga Canyon Blvd and Martinez St	1,279	1,426	1,385	1,290	144	24	22	22
60	Canoga Ave and Rocketdyne Dwy (Pvt)	878	1,664	1,698	964	143	143	4	24
61	De Soto Ave and Kittridge St	889	2,048	2,080	1,113	106	21	178	71
62	Topanga Canyon Blvd and Village Dwy	1,210	2,197	1,821	981	54	145	5	14
63	Canoga Ave and Trillium Dwy (Pvt)	1,433	1,822	1,880	916	0	126	172	617
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	1,942	2,325	2,421	1,780	70	221	53	158
65	Canoga Ave and Warner Ranch Rd (Pvt)	2,149	1,218	1,450	1,978	18	8	93	449
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1,829	1,688	1,688	1,859	88	255	315	212
67	Owensmouth Ave and Promenade Dwy (Pvt)	440	768	895	448	33	77	30	102
68	Owensmouth Ave and West Valley Way (Pvt)	461	1,224	1,414	521	97	287	38	116
69	Canoga Ave and Busway	897	1,387	1,373	883	0	0	17	17
70	AMC Dwy and Oxnard St	79	159	22	65	1,447	1,019	623	942
71	Eton Ave and Vanowen St	24	63	8	21	920	1,357	1,366	877
72	Independence Ave and Vanowen St	59	110	74	30	954	1,555	1,577	970
73	Variel Ave and Kittridge St	47	379	277	8	73	32	110	88
74	Variel Ave and Oxnard St	118	325	511	345	436	757	815	452
75	Variel Ave and Califa St	8	22	199	176	105	282	279	118
76	Warner Center Lane and Burbank Blvd	0	0	85	132	662	712	652	560

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL 2035 WITH PROJECT AM WITH MITIGATION (VARIEL AVE CORRIDOR IMPRV)
FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
77	De Soto Ave and Clark St	2,321	1,727	1,734	2,416	0	0	225	138
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	27	315	716	291	476	613
79	Owensmouth Ave and Marylee St	517	490	455	549	102	34	22	12
80	Topanga Canyon Blvd and Marylee St	1,917	1,760	1,798	1,897	0	0	45	77
81	Topanga Canyon Blvd and Calvert St	1,454	1,764	1,888	1,432	172	122	99	296
82	Topanga Canyon Blvd and Bassett St	1,312	1,817	1,850	1,385	134	94	0	0
83	Randi Ave and Victory Blvd	105	77	63	39	1,305	790	745	1,288
84	Glade Ave and Erwin St	101	123	98	62	607	217	189	662
85	Randi Ave/Nevada Ave and Erwin St	103	74	115	46	474	230	229	572
86	Topanga Canyon Blvd and Clarendon St	1,937	1,211	1,442	2,492	562	163	120	195
87	Jordan Ave and Sherman Way	165	97	185	189	1,022	1,325	1,342	1,065
88	Remmet Ave and Sherman Way	66	241	33	40	1,000	1,324	1,318	993
89	Variel Ave and Sherman Way	208	393	224	167	980	1,601	1,807	1,010
90	Owensmouth Ave and Gault St	308	979	926	319	67	38	85	48
91	Owensmouth Ave and Hart St	323	1,078	933	310	196	116	95	42
92	De Soto Ave and Hart St	1,356	1,977	1,941	1,407	135	105	132	61
93	Mason Ave and Vanowen St	454	1,138	1,100	544	1,118	1,398	1,482	1,073
94	Don Pio Dr and Ventura Blvd	132	96	104	92	1,538	911	954	1,631
95	Owensmouth Ave and Satcoy St	247	602	507	288	1,162	1,197	1,345	1,179
96	Canoga Ave and Satcoy St	941	1,546	1,366	986	1,173	1,314	1,479	1,112
97	Variel Ave and Satcoy St	145	118	187	100	1,019	1,582	1,475	1,028
98	De Soto Ave and Satcoy St	1,008	1,571	1,608	978	1,178	1,708	1,620	1,184
99	Shoup Ave and Valerio St	836	1,195	1,109	811	100	46	87	80
100	Topanga Canyon Blvd and Valerio St	1,298	1,594	1,610	1,357	102	133	226	152
101	Canoga Ave and Valerio St	853	1,558	1,521	969	141	284	376	153
102	Lurline Ave and Sherman Way	84	82	139	95	1,111	1,864	1,880	1,195
103	Mason Ave and Sherman Way	602	1,246	1,350	666	1,164	1,922	2,208	1,313
104	Owensmouth Ave and Wyandotte St	226	719	662	216	107	88	60	32
105	Sale Ave and Vanowen St	117	93	40	22	854	685	729	940
106	Winnetka Ave and Vanowen St	940	1,480	1,489	886	1,064	1,446	1,502	1,183
107	Sale Ave and Victory Blvd	43	37	91	129	1,072	784	839	1,094
108	Winnetka Ave and Victory Blvd	1,156	1,594	1,536	940	1,615	2,350	2,315	1,737
109	Winnetka Ave and Busway	911	1,489	1,503	911	18	26	13	18
110	Fallbrook Ave and Oxnard St	1,256	1,712	1,777	1,188	325	205	349	602
111	Winnetka Ave and Calvert St	1,161	1,395	1,533	1,132	102	464	138	0
112	Winnetka Ave and Oxnard St	1,168	1,249	1,363	1,228	531	631	301	363
113	Fallbrook Ave and Burbank Blvd	1,064	1,535	1,770	1,302	613	478	362	486
114	Winnetka Ave and Hatteras St	1,135	1,235	1,197	1,126	22	21	77	48
115	Winnetka Ave and Clark St	1,179	1,395	1,278	1,201	244	126	0	3
116	Winnetka Ave and 101 Ventura Fwy WB	886	1,190	1,345	1,180	0	609	745	0
117	Winnetka Ave and 101 Ventura Fwy EB	643	1,002	1,125	910	674	0	0	511
118	Winnetka Ave and Ventura Blvd	522	741	1,032	675	1,617	1,197	1,254	1,750
119	Sale Ave and Ventura Blvd	23	61	43	40	1,101	1,125	1,161	1,102
120	Topanga Canyon Blvd and Mullholland Dr	649	1,045	1,478	1,226	925	852	174	104
121	Fallbrook Ave and Ventura Blvd	849	500	1,414	1,040	482	1,199	1,076	1,093
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	121	796	337	211	467	581	1,103	441
123	Tampa Ave and Ventura Blvd	212	238	1,016	467	1,894	1,453	1,424	2,371
124	Tampa Ave and 101 Ventura Fwy EB	468	1,015	875	819	483	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	820	876	1,347	953	0	859	542	0
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bl	493	193	0	655	2,327	1,444	1,515	2,042
127	Topham St/Busway and Victory Blvd	408	481	18	15	1,723	2,364	1,983	1,279
128	Corbin Ave and Victory Blvd	719	1,069	1,248	801	1,285	1,964	1,943	1,368
129	Tampa Ave and Victory Blvd	883	1,224	1,545	864	1,594	1,855	1,748	1,822
130	Burbank Blvd and Ventura Blvd	367	362	529	322	1,698	1,238	875	1,545
131	Reseda Blvd and Burbank Blvd	811	1,221	1,796	801	528	671	922	1,346
132	Reseda Blvd and 101 Ventura Fwy EB	754	1,777	1,504	950	434	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	942	1,538	1,673	904	0	942	774	0
134	101 Ventura Fwy EB and Burbank Blvd	0	862	0	0	1,498	1,047	1,047	637
135	Canoga Ave and Nordhoff St	951	988	775	797	748	648	1,023	1,089
136	De Soto Ave and Nordhoff St	1,541	1,938	2,394	1,647	988	1,467	1,069	949
137	Topanga Canyon Blvd and Parthenia St	1,817	2,371	1,813	1,558	0	49	842	460
138	Canoga Ave and Parthenia St	952	1,258	962	936	640	867	1,286	779
139	De Soto Ave and Parthenia St	1,410	1,745	1,773	1,569	844	1,249	1,328	794
140	Fallbrook Ave and Roscoe Blvd	741	862	287	509	894	914	1,475	1,112
141	Shoup Ave and Roscoe Blvd	678	749	340	198	1,160	1,435	1,693	1,476
142	Canoga Ave and Roscoe Blvd	779	1,283	1,365	930	1,070	1,197	1,280	1,045
143	De Soto Ave and Roscoe Blvd	917	1,482	1,497	1,160	980	1,223	1,078	636
144	Mason Ave and Roscoe Blvd	1,012	1,297	1,405	1,110	1,101	1,258	1,270	1,117
145	Winnetka Ave and Roscoe Blvd	1,141	1,303	1,286	1,114	1,091	1,204	1,224	1,122
146	Fallbrook Ave and Satcoy St	833	1,253	951	728	762	537	594	641
147	Shoup Ave and Satcoy St	719	1,105	829	735	655	663	862	570
148	Mason Ave and Satcoy St	795	1,505	1,514	899	1,153	1,310	1,383	1,124
149	Winnetka Ave and Satcoy St	1,036	1,298	1,370	1,019	1,128	1,348	1,314	1,183
150	Fallbrook Av and Sherman Way	1,026	1,439	1,385	938	1,115	1,002	909	1,029
151	Winnetka Ave and Sherman Way	939	1,457	1,410	1,010	1,294	1,699	1,990	1,441
152	Woodlake Ave and Burbank Blvd	287	310	332	242	573	520	496	601

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) AM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	962	1,765	1,755	1,004	978	840	947	1,035
2	Canoga Ave and Vanowen St	1,014	1,360	1,213	1,135	1,105	739	989	1,081
3	De Soto Ave and Vanowen St	1,152	1,766	1,776	1,213	1,118	1,473	1,616	1,210
4	Topanga Canyon Blvd and Victory Blvd	1,117	1,874	1,739	952	1,111	983	1,160	1,348
5	Canoga Ave and Victory Blvd	914	1,728	1,313	892	1,482	1,858	2,179	1,390
6	De Soto Ave and Victory Blvd	949	1,966	1,639	854	1,657	2,094	2,194	1,525
7	Topanga Canyon Blvd and Erwin St	1,387	1,782	1,667	1,140	683	418	288	684
8	Owensmouth Ave and Erwin St	530	860	1,125	631	828	877	597	713
9	Canoga Ave and Erwin St	1,228	1,500	1,841	1,343	501	655	413	483
10	Variel Ave and Erwin St	281	538	781	379	407	573	355	336
11	De Soto Ave and Erwin St	1,541	2,425	2,457	1,472	281	399	49	31
12	Topanga Canyon Blvd and Oxnard St	1,727	1,889	1,593	1,351	839	412	519	1,026
13	Canoga Ave and Oxnard St	1,472	1,508	1,479	1,344	689	759	736	765
14	De Soto Ave and Oxnard St	1,590	2,649	2,563	1,566	299	791	776	220
15	Topanga Canyon Blvd and Califa St	1,881	1,803	1,971	1,833	0	0	85	318
16	Owensmouth Ave and Califa St	554	453	448	548	342	144	303	501
17	Canoga Ave and Califa St	1,808	1,461	1,578	1,608	374	523	268	435
18	De Soto Ave and Califa St	1,776	2,388	2,581	1,595	116	490	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,034	0	0	770	272	1,169	639
20	Topanga Canyon Blvd and Burbank Blvd	2,438	1,631	1,758	1,664	685	1,114	673	1,134
21	Owensmouth Ave and Burbank Blvd	166	242	534	482	1,113	826	659	922
22	Canoga Ave and Burbank Blvd	2,101	1,347	1,478	2,130	889	627	394	789
23	De Soto Ave and Burbank Blvd (N)	1,771	1,636	2,305	1,774	303	969	0	0
24	Canoga Ave and 101 Ventura Fwy WB	1,252	1,211	1,031	1,092	0	183	1,177	981
25	De Soto Ave 101 Ventura Fwy WB	1,701	1,345	1,796	2,206	0	703	751	0
26	Canoga Ave and 101 Ventura Fwy EB	1,219	769	1,146	1,028	0	0	0	596
27	De Soto Ave and 101 Ventura Fwy EB	955	765	1,397	1,622	1,133	0	0	1,099
28	Topanga Canyon Blvd and Nordhoff St	1,567	1,991	2,854	2,668	228	214	442	615
29	Topanga Canyon Blvd and Roscoe Blvd	1,169	1,587	2,268	1,506	1,556	2,021	1,428	1,235
30	Topanga Canyon Blvd and Satcoy St	1,168	1,796	1,944	1,119	975	914	837	1,095
31	Shoup Ave and Sherman Way	1,002	1,490	1,274	924	1,264	1,121	1,042	1,056
32	Topanga Canyon Blvd and Sherman Way	1,195	2,297	2,082	1,193	1,145	1,453	1,589	1,066
33	Owensmouth Ave and Sherman Way	318	1,077	782	231	984	1,293	1,538	1,021
34	Canoga Ave and Sherman Way	963	1,382	1,310	975	1,070	1,625	1,749	1,109
35	De Soto Ave and Sherman Way	1,118	1,847	1,791	1,040	1,282	1,701	1,776	1,396
36	Fallbrook Ave and Vanowen St	1,281	1,706	1,746	1,356	145	120	29	46
37	Shoup Ave and Vanowen St	909	1,447	1,437	995	986	864	864	889
38	Owensmouth Ave and Vanowen St	256	1,325	1,307	395	1,051	1,084	1,267	1,079
39	Variel Ave and Vanowen St	278	439	298	34	918	1,280	1,525	969
40	Topanga Canyon Blvd and Kittridge St	949	1,763	1,789	958	56	52	48	70
41	Woodlake Ave and Victory Blvd	222	305	678	328	1,242	667	730	1,433
42	Fallbrook Ave and Victory Blvd	1,062	1,680	1,831	1,326	1,241	862	902	1,206
43	Shoup Ave and Victory Blvd	891	1,744	1,549	879	1,334	964	949	1,137
44	Westfield Way (Pvt) and Victory Blvd	26	58	44	41	1,288	1,629	1,574	1,246
45	Owensmouth Ave and Victory Blvd	518	1,454	1,563	407	1,364	1,598	1,551	1,491
46	Variel Ave and Victory Blvd	314	900	977	223	1,654	2,336	2,204	1,689
47	Mason Ave and Victory Blvd	180	651	1,476	477	2,498	2,964	2,069	2,131
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	581	1,614	1,234	270	111	69	0	0
49	Shoup Ave and Erwin St	924	1,379	1,557	931	33	12	224	416
50	Shoup Ave and Oxnard St	932	1,163	1,266	1,005	833	1,420	1,500	942
51	Owensmouth Ave and Oxnard St	468	1,038	804	500	953	650	641	678
52	Shoup Ave and Burbank Blvd	827	728	922	841	458	308	256	585
53	Shoup Ave and Ventura Blvd	627	315	1,059	864	1,181	1,194	1,234	1,726
54	101 Ventura Fwy EB and Ventura Blvd	1,503	23	0	961	1,787	1,101	1,169	2,373

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) AM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp)	1,958	2,013	1,588	2,424	515	0	388	0
56	Topanga Canyon Blvd and Ventura Blvd	1,762	1,232	1,133	2,275	1,881	901	1,074	1,456
57	Canoga Ave and Ventura Blvd	686	431	732	1,216	1,847	1,355	1,292	1,508
58	De Soto Ave/Serrania Ave and Ventura Blvd	490	321	1,204	963	1,475	1,736	1,938	2,062
59	Topanga Canyon Blvd and Martinez St	1,279	1,426	1,385	1,290	144	24	22	22
60	Canoga Ave and Rocketdyne Dwy (Pvt)	878	1,664	1,698	964	143	143	4	24
61	De Soto Ave and Kittridge St	889	2,048	2,080	1,113	106	21	178	71
62	Topanga Canyon Blvd and Village Dwy	1,210	2,197	1,821	981	54	145	5	14
63	Canoga Ave and Trillium Dwy (Pvt)	1,433	1,822	1,880	916	-1	126	172	617
64	De Soto Ave and Warner Center Lane (Pvt)	1,942	2,325	2,421	1,780	70	221	53	158
65	Canoga Ave and Warner Ranch Rd (Pvt)	2,149	1,218	1,450	1,978	18	8	93	449
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dr	1,829	1,688	1,688	1,859	88	255	315	212
67	Owensmouth Ave and Promenade Dwy (Pvt)	440	768	895	448	33	77	30	102
68	Owensmouth Ave and West Valley Way (Pvt)	461	1,224	1,414	521	97	287	38	116
69	Canoga Ave and Busway	897	1,387	1,373	883	0	0	17	17
70	AMC Dwy and Oxnard St	79	159	22	65	1,447	1,019	623	942
71	Eton Ave and Vanowen St	24	63	8	21	920	1,357	1,366	877
72	Independence Ave and Vanowen St	59	110	74	30	954	1,555	1,577	970
73	Variel Ave and Kittridge St	47	379	277	8	73	32	110	88
74	Variel Ave and Oxnard St	118	325	511	345	436	757	815	452
75	Variel Ave and Califa St	8	22	199	176	105	282	279	118
76	Warner Center Lane and Burbank Blvd	0	0	85	132	662	712	652	560
77	De Soto Ave and Clark St	2,321	1,727	1,734	2,416	0	0	225	138
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	27	315	716	291	476	613
79	Owensmouth Ave and Marylee St	517	490	455	549	102	34	22	12
80	Topanga Canyon Blvd and Marylee St	1,917	1,760	1,798	1,897	0	0	45	77
81	Topanga Canyon Blvd and Calvert St	1,454	1,764	1,888	1,432	172	122	99	296
82	Topanga Canyon Blvd and Bassett St	1,312	1,817	1,850	1,385	134	94	0	0
83	Randi Ave and Victory Blvd	105	77	63	39	1,305	790	745	1,288
84	Glade Ave and Erwin St	101	123	98	62	607	217	189	662
85	Randi Ave/Nevada Ave and Erwin St	103	74	115	46	474	230	229	572
86	Topanga Canyon Blvd and Clarendon St	1,937	1,211	1,442	2,492	562	163	120	195
87	Jordan Ave and Sherman Way	165	97	185	189	1,022	1,325	1,342	1,065
88	Remmet Ave and Sherman Way	66	241	33	40	1,000	1,324	1,318	993
89	Variel Ave and Sherman Way	208	393	224	167	980	1,601	1,807	1,010
90	Owensmouth Ave and Gault St	308	979	926	319	67	38	85	48
91	Owensmouth Ave and Hart St	323	1,078	933	310	196	116	95	42
92	De Soto Ave and Hart St	1,356	1,977	1,941	1,407	135	105	132	61
93	Mason Ave and Vanowen St	454	1,138	1,100	544	1,118	1,398	1,482	1,073
94	Don Pio Dr and Ventura Blvd	132	96	104	92	1,538	911	954	1,631
95	Owensmouth Ave and Saticoy St	247	602	507	288	1,162	1,197	1,345	1,179
96	Canoga Ave and Saticoy St	941	1,546	1,366	986	1,173	1,314	1,479	1,112
97	Variel Ave and Saticoy St	145	118	187	100	1,019	1,582	1,475	1,028
98	De Soto Ave and Saticoy St	1,008	1,571	1,608	978	1,178	1,708	1,620	1,184
99	Shoup Ave and Valerio St	836	1,195	1,109	811	100	46	87	80
100	Topanga Canyon Blvd and Valerio St	1,298	1,594	1,610	1,357	102	133	226	152
101	Canoga Ave and Valerio St	853	1,558	1,521	969	141	284	376	153
102	Lurline Ave and Sherman Way	84	82	139	95	1,111	1,864	1,880	1,195
103	Mason Ave and Sherman Way	602	1,246	1,350	666	1,164	1,922	2,208	1,313
104	Owensmouth Ave and Wyandotte St	226	719	662	216	107	88	60	32
105	Sale Ave and Vanowen St	117	93	40	22	854	685	729	940
106	Winnetka Ave and Vanowen St	940	1,480	1,489	886	1,064	1,446	1,502	1,183
107	Sale Ave and Victory Blvd	43	37	91	129	1,072	784	839	1,094
108	Winnetka Ave and Victory Blvd	1,156	1,594	1,536	940	1,615	2,350	2,315	1,737

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) AM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
109	Winnetka Ave and Busway	911	1,489	1,503	911	18	26	13	18
110	Fallbrook Ave and Oxnard St	1,256	1,712	1,777	1,188	325	205	349	602
111	Winnetka Ave and Calvert St	1,161	1,395	1,533	1,132	102	464	138	0
112	Winnetka Ave and Oxnard St	1,168	1,249	1,363	1,228	531	631	301	363
113	Fallbrook Ave and Burbank Blvd	1,064	1,535	1,770	1,302	613	478	362	486
114	Winnetka Ave and Hatteras St	1,135	1,235	1,197	1,126	22	21	77	48
115	Winnetka Ave and Clark St	1,179	1,395	1,278	1,201	244	126	0	3
116	Winnetka Ave and 101 Ventura Fwy WB	886	1,190	1,345	1,180	0	609	745	0
117	Winnetka Ave and 101 Ventura Fwy EB	643	1,002	1,125	910	674	0	0	511
118	Winnetka Ave and Ventura Blvd	522	741	1,032	675	1,617	1,197	1,254	1,750
119	Sale Ave and Ventura Blvd	23	61	43	40	1,101	1,125	1,161	1,102
120	Topanga Canyon Blvd and Mullholland Dr	649	1,045	1,478	1,226	925	852	174	104
121	Fallbrook Ave and Ventura Blvd	849	500	1,414	1,040	482	1,199	1,076	1,093
122	Woodlake Ave/101 Ventura Fwy WB and Ve	121	796	337	211	467	581	1,103	441
123	Tampa Ave and Ventura Blvd	212	238	1,016	467	1,894	1,453	1,424	2,371
124	Tampa Ave and 101 Ventura Fwy EB	468	1,015	875	819	483	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	820	876	1,347	953	0	859	542	0
126	Vanalden Ave/101 Ventura Fwy EB and Ver	493	193	0	655	2,327	1,444	1,515	2,042
127	Topham St/Busway and Victory Blvd	408	481	18	15	1,723	2,364	1,983	1,279
128	Corbin Ave and Victory Blvd	719	1,069	1,248	801	1,285	1,964	1,943	1,368
129	Tampa Ave and Victory Blvd	883	1,224	1,545	864	1,594	1,855	1,748	1,822
130	Burbank Blvd and Ventura Blvd	367	362	529	322	1,698	1,238	875	1,545
131	Reseda Blvd and Burbank Blvd	811	1,221	1,796	801	528	671	922	1,346
132	Reseda Blvd and 101 Ventura Fwy EB	754	1,777	1,504	950	434	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	942	1,538	1,673	904	0	942	774	0
134	101 Ventura Fwy EB and Burbank Blvd	0	862	0	0	1,498	1,047	1,047	637
135	Canoga Ave and Nordhoff St	951	988	775	797	748	648	1,023	1,089
136	De Soto Ave and Nordhoff St	1,541	1,938	2,394	1,647	988	1,467	1,069	949
137	Topanga Canyon Blvd and Parthenia St	1,817	2,371	1,813	1,558	0	49	842	460
138	Canoga Ave and Parthenia St	952	1,258	962	936	640	867	1,286	779
139	De Soto Ave and Parthenia St	1,410	1,745	1,773	1,569	844	1,249	1,328	794
140	Fallbrook Ave and Roscoe Blvd	741	862	287	509	894	914	1,475	1,112
141	Shoup Ave and Roscoe Blvd	678	749	340	198	1,160	1,435	1,693	1,476
142	Canoga Ave and Roscoe Blvd	779	1,283	1,365	930	1,070	1,197	1,280	1,045
143	De Soto Ave and Roscoe Blvd	917	1,482	1,497	1,160	980	1,223	1,078	636
144	Mason Ave and Roscoe Blvd	1,012	1,297	1,405	1,110	1,101	1,258	1,270	1,117
145	Winnetka Ave and Roscoe Blvd	1,141	1,303	1,286	1,114	1,091	1,204	1,224	1,122
146	Fallbrook Ave and Saticoy St	833	1,253	951	728	762	537	594	641
147	Shoup Ave and Saticoy St	719	1,105	829	735	655	663	862	570
148	Mason Ave and Saticoy St	795	1,505	1,514	899	1,153	1,310	1,383	1,124
149	Winnetka Ave and Saticoy St	1,036	1,298	1,370	1,019	1,128	1,348	1,314	1,183
150	Fallbrook Av and Sherman Way	1,026	1,439	1,385	938	1,115	1,002	909	1,029
151	Winnetka Ave and Sherman Way	939	1,457	1,410	1,010	1,294	1,699	1,990	1,441
152	Woodlake Ave and Burbank Blvd	287	310	332	242	573	520	496	601

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) UNADJUSTED AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	64	773	123	91	801	86	111	1573	75	106	700	140
2	Canoga Ave and Vanowen St	67	866	79	107	882	114	120	1001	90	245	582	161
3	De Soto Ave and Vanowen St	50	994	110	80	966	73	135	1448	192	245	1231	140
4	Topanga Canyon Blvd and Victory Blvd	131	769	222	54	945	118	181	1470	100	286	752	128
5	Canoga Ave and Victory Blvd	91	716	100	91	1171	212	118	1117	75	400	1691	85
6	De Soto Ave and Victory Blvd	129	686	116	113	1365	127	44	1371	251	468	1713	54
7	Topanga Canyon Blvd and Erwin St	157	1026	193	93	391	199	100	1505	73	79	188	21
8	Owensmouth Ave and Erwin St	119	328	83	205	503	119	127	703	296	37	462	99
9	Canoga Ave and Erwin St	120	1055	70	132	287	83	127	1384	310	32	226	157
10	Variel Ave and Erwin St	41	189	51	127	217	63	68	457	257	18	275	62
11	De Soto Ave and Erwin St	162	1399	4	50	3	226	24	2184	226	15	11	23
12	Topanga Canyon Blvd and Oxnard St	119	1259	331	31	578	231	116	1463	29	195	264	61
13	Canoga Ave and Oxnard St	143	1200	120	65	502	123	142	1224	120	161	496	79
14	De Soto Ave and Oxnard St	119	1442	28	62	148	89	44	2294	224	266	448	62
15	Topanga Canyon Blvd and Califa St	0	1745	202	0	0	0	116	1803	0	0	0	88
16	Owensmouth Ave and Califa St	25	376	151	36	258	48	92	340	17	65	102	136
17	Canoga Ave and Califa St	206	1481	135	74	188	111	112	1318	134	31	184	53
18	De Soto Ave and Califa St	241	1595	0	0	0	113	0	2275	249	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	639	134	0	0	0	900	272	0
20	Topanga Canyon Blvd and Burbank Blvd	217	1555	665	66	383	235	87	1210	455	186	442	42
21	Owensmouth Ave and Burbank Blvd	88	51	27	288	740	85	155	104	276	54	463	143
22	Canoga Ave and Burbank Blvd	200	1808	102	242	522	131	165	1178	148	38	279	80
23	De Soto Ave and Burbank Blvd (N)	198	1584	0	190	0	113	0	1523	771	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	802	0	0	0	0	0	711	0	500	0	290
25	De Soto Ave 101 Ventura Fwy WB	143	1572	0	0	0	0	0	1226	557	119	3	634
26	Canoga Ave and 101 Ventura Fwy EB	0	1028	210	0	0	0	386	769	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	854	104	768	4	364	992	401	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	1	1938	29	254	25	1	561	1958	183	32	30	476
29	Topanga Canyon Blvd and Roscoe Blvd	117	889	158	551	946	54	131	1231	868	302	1036	65
30	Topanga Canyon Blvd and Satcoy St	101	945	123	64	840	71	132	1662	148	63	664	110
31	Shoup Ave and Sherman Way	174	739	90	133	879	255	87	1074	116	161	831	52
32	Topanga Canyon Blvd and Sherman Way	139	887	168	200	802	142	96	1827	159	328	1155	106
33	Owensmouth Ave and Sherman Way	58	174	86	23	885	78	50	691	41	308	1194	34
34	Canoga Ave and Sherman Way	76	765	117	73	923	75	70	1159	89	147	1460	136
35	De Soto Ave and Sherman Way	107	874	135	62	1146	80	115	1540	146	227	1447	104
36	Fallbrook Ave and Vanowen St	21	1282	8	69	27	51	12	1646	85	10	14	5
37	Shoup Ave and Vanowen St	67	769	73	151	711	124	106	1186	145	137	652	75
38	Owensmouth Ave and Vanowen St	13	180	64	84	887	85	128	1003	174	237	896	131
39	Variel Ave and Vanowen St	79	26	148	2	780	61	41	206	22	172	1179	6
40	Topanga Canyon Blvd and Kittridge St	9	905	39	42	8	7	23	1731	31	25	12	11
41	Woodlake Ave and Victory Blvd	20	131	61	97	1070	17	302	240	103	48	544	101
42	Fallbrook Ave and Victory Blvd	87	968	41	169	1002	82	163	1534	110	64	665	189
43	Shoup Ave and Victory Blvd	118	716	54	91	953	290	129	1346	76	108	769	71
44	Westfield Way (Pvt) and Victory Blvd	15	4	8	23	1232	30	6	9	30	19	1585	14
45	Owensmouth Ave and Victory Blvd	87	299	127	47	1173	120	191	1149	210	185	1301	61
46	Variel Ave and Victory Blvd	101	137	76	42	1479	115	134	665	177	120	2058	44
47	Mason Ave and Victory Blvd	90	72	18	283	1889	304	224	276	981	71	1893	121
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	69	270	0	0	0	133	0	1481	0	0	0	0
49	Shoup Ave and Erwin St	2	806	111	12	4	17	301	1255	6	107	4	113
50	Shoup Ave and Oxnard St	92	768	70	51	721	65	151	967	150	131	1178	186
51	Owensmouth Ave and Oxnard St	76	339	52	123	564	264	62	620	123	154	450	38
52	Shoup Ave and Burbank Blvd	51	711	63	80	333	45	188	651	83	32	174	50
53	Shoup Ave and Ventura Blvd	72	437	119	84	1022	73	585	192	281	50	842	343
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1509	906	864	23	0	0	0	0	1101	55
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp)	0	2023	0	0	0	493	0	1520	0	0	0	401
56	Topanga Canyon Blvd and Ventura Blvd	154	1287	326	768	983	135	147	892	96	205	651	220
57	Canoga Ave and Ventura Blvd	151	453	75	513	1247	70	186	298	239	63	964	250

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) UNADJUSTED AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
58	De Soto Ave/Serrania Ave and Ventura Blvd	80	257	150	199	1215	56	697	186	315	79	1340	507
59	Topanga Canyon Blvd and Martinez St	8	1188	5	100	17	20	1	1390	12	16	5	2
60	Canoga Ave and Rocketdyne Dwy (Pvt)	54	851	0	112	0	35	24	1626	89	3	0	1
61	De Soto Ave and Kittridge St	6	934	14	61	3	44	54	1941	12	62	3	118
62	Topanga Canyon Blvd and Village Dwy	0	980	13	0	0	0	1	2192	0	5	0	1
63	Canoga Ave and Trillium Dwy (Pvt)	0	891	448	0	0	0	169	1679	0	143	0	25
64	De Soto Ave and Warner Center Lane (Pvt)/S	169	1743	19	0	0	70	139	2241	49	13	3	37
65	Canoga Ave and Warner Ranch Rd (Pvt)	7	1887	194	1	0	17	255	1201	1	0	0	90
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dw	117	1696	68	44	10	35	134	1461	126	192	12	118
67	Owensmouth Ave and Promenade Dwy (Pvt)	21	400	38	17	2	15	62	753	56	0	0	32
68	Owensmouth Ave and West Valley Way (Pvt)	28	471	0	50	0	52	0	1172	259	0	0	0
69	Canoga Ave and Busway	0	882	15	0	0	0	2	1371	0	16	0	1
70	AMC Dwy and Oxnard St	108	0	2	64	940	157	0	0	31	1	880	1
71	Eton Ave and Vanowen St	18	0	6	14	868	39	3	1	4	23	1335	7
72	Independence Ave and Vanowen St	18	1	40	14	898	38	32	2	41	70	1497	15
73	Variel Ave and Kittridge St	5	2	40	1	26	46	22	238	17	95	10	5
74	Variel Ave and Oxnard St	27	74	17	87	319	31	116	237	158	57	572	184
75	Variel Ave and Califa St	4	1	3	45	56	5	59	13	130	4	148	130
76	Warner Center Lane and Burbank Blvd	0	0	0	105	552	0	8	0	78	0	634	27
77	De Soto Ave and Clark St	0	2191	131	0	0	0	7	1727	0	0	0	225
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	118	598	0	15	0	12	0	279	197
79	Owensmouth Ave and Marylee St	12	491	7	43	1	57	4	427	21	5	1	15
80	Topanga Canyon Blvd and Marylee St	0	1857	33	0	0	0	44	1756	0	4	0	40
81	Topanga Canyon Blvd and Calvert St	64	1330	96	0	0	169	200	1595	58	0	0	102
82	Topanga Canyon Blvd and Bassett St	32	1280	0	105	0	29	0	1788	62	0	0	0
83	Randi Ave and Victory Blvd	40	8	56	29	1218	36	14	9	40	32	709	2
84	Glade Ave and Erwin St	42	17	49	24	562	61	50	35	19	27	156	21
85	Randi Ave/Nevada Ave and Erwin St	16	14	73	11	445	21	54	39	22	14	192	21
86	Topanga Canyon Blvd and Clarendon St	34	1877	26	508	25	29	144	1177	121	5	8	107
87	Jordan Ave and Sherman Way	25	78	62	75	944	17	59	62	62	18	1238	36
88	Remmet Ave and Sherman Way	11	9	49	21	942	68	2	21	13	152	1301	10
89	Variel Ave and Sherman Way	84	78	41	18	911	72	58	147	19	174	1498	71
90	Owensmouth Ave and Gault St	13	277	17	10	14	43	17	891	16	44	9	32
91	Owensmouth Ave and Hart St	39	269	13	24	19	153	10	881	43	44	34	17
92	De Soto Ave and Hart St	52	1296	25	62	14	59	22	1850	40	68	14	50
93	Mason Ave and Vanowen St	45	332	76	100	935	77	62	922	117	139	1236	111
94	Don Pio Dr and Ventura Blvd	11	17	104	30	1462	39	65	9	30	48	870	45
95	Owensmouth Ave and Saticoy St	40	159	49	53	1068	44	62	392	53	166	1104	77
96	Canoga Ave and Saticoy St	110	727	103	99	895	182	115	1188	66	177	1138	160
97	Variel Ave and Saticoy St	67	30	48	51	940	27	41	63	84	28	1431	19
98	De Soto Ave and Saticoy St	121	761	133	146	947	90	104	1326	184	155	1403	71
99	Shoup Ave and Valerio St	29	758	54	24	3	73	23	1071	11	52	6	29
100	Topanga Canyon Blvd and Valerio St	37	1221	40	46	37	18	75	1517	19	59	77	90
101	Canoga Ave and Valerio St	37	827	18	42	80	23	55	1461	34	74	213	100
102	Lurline Ave and Sherman Way	9	11	64	31	1070	10	62	16	62	56	1793	52
103	Mason Ave and Sherman Way	45	473	66	62	1066	32	181	1021	106	193	1772	131
104	Owensmouth Ave and Wyandotte St	33	186	6	14	19	75	8	631	25	13	30	17
105	Sale Ave and Vanowen St	13	7	97	10	834	10	9	3	28	80	644	5
106	Winnetka Ave and Vanowen St	82	740	119	60	931	75	133	1234	121	171	1243	86
107	Sale Ave and Victory Blvd	12	14	17	35	1036	11	42	20	29	6	742	80
108	Winnetka Ave and Victory Blvd	156	797	202	81	1332	199	203	1070	263	325	1931	61
109	Winnetka Ave and Busway	0	911	0	0	18	0	0	1489	0	0	26	0
110	Fallbrook Ave and Oxnard St	25	1069	153	33	246	45	202	1545	38	121	143	85
111	Winnetka Ave and Calvert St	185	1006	0	66	0	38	0	1307	247	49	32	60
112	Winnetka Ave and Oxnard St	38	1013	21	193	327	93	139	1412	205	30	235	96
113	Fallbrook Ave and Burbank Blvd	38	1013	21	193	327	93	139	1412	205	30	235	96
114	Winnetka Ave and Hatteras St	4	1101	26	7	3	12	19	1174	8	49	9	18

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) UNADJUSTED AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
115	Winnetka Ave and Clark St	76	1136	0	65	3	176	0	1219	50	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	149	737	0	0	0	0	0	900	448	290	12	443
117	Winnetka Ave and 101 Ventura Fwy EB	0	492	147	418	0	251	364	751	0	0	0	0
118	Winnetka Ave and Ventura Blvd	105	346	63	153	1381	63	306	538	173	140	919	175
119	Sale Ave and Ventura Blvd	7	0	16	15	1064	22	22	3	18	36	1100	25
120	Topanga Canyon Blvd and Mullholland Dr	129	500	20	684	64	178	20	851	607	16	116	42
121	Fallbrook Ave and Ventura Blvd	71	653	127	73	384	27	582	294	542	179	586	314
122	Woodlake Ave/101 Ventura Fwy WB and Ven	11	79	30	35	329	103	82	220	36	473	534	96
123	Tampa Ave and Ventura Blvd	69	107	35	69	1756	63	580	156	276	19	1107	290
124	Tampa Ave and 101 Ventura Fwy EB	0	470	0	349	0	136	0	879	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	216	597	0	0	0	0	0	694	643	182	0	356
126	Vanalden Ave/101 Ventura Fwy EB and Vent	148	153	192	397	1850	77	0	0	0	116	1296	105
127	Topham St/Busway and Victory Blvd	378	15	15	0	1264	463	0	18	0	0	1986	0
128	Corbin Ave and Victory Blvd	38	586	93	88	1168	16	107	881	267	172	1659	127
129	Tampa Ave and Victory Blvd	71	686	125	79	1438	74	259	1064	220	86	1564	98
130	Burbank Blvd and Ventura Blvd	139	159	69	153	1443	98	33	215	282	49	817	10
131	Reseda Blvd and Burbank Blvd	28	444	336	81	354	91	657	972	160	159	483	276
132	Reseda Blvd and 101 Ventura Fwy EB	0	772	0	178	0	262	0	1515	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	423	518	0	0	0	0	0	1162	509	376	10	386
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	637	862	0	0	0	0	1047	0
135	Canoga Ave and Nordhoff St	69	584	305	16	648	89	136	639	6	260	573	197
136	De Soto Ave and Nordhoff St	84	1312	144	266	676	45	129	1775	498	118	885	69
137	Topanga Canyon Blvd and Parthenia St	0	1473	352	0	0	0	108	1653	23	718	26	85
138	Canoga Ave and Parthenia St	33	679	239	55	458	127	82	857	24	275	810	202
139	De Soto Ave and Parthenia St	58	1286	66	114	650	79	78	1552	144	113	1047	168
140	Fallbrook Ave and Roscoe Blvd	103	243	395	31	671	192	47	192	49	478	763	234
141	Shoup Ave and Roscoe Blvd	92	162	422	26	1039	92	15	303	21	354	1323	10
142	Canoga Ave and Roscoe Blvd	63	643	72	153	884	30	89	1142	111	110	1023	134
143	De Soto Ave and Roscoe Blvd	91	776	34	359	564	38	38	1331	166	113	966	24
144	Mason Ave and Roscoe Blvd	75	846	90	117	931	56	95	1149	157	92	1026	146
145	Winnetka Ave and Roscoe Blvd	116	849	173	142	858	89	91	1071	127	143	960	123
146	Fallbrook Ave and Saticoy St	98	612	127	65	484	218	30	884	43	152	395	51
147	Shoup Ave and Saticoy St	80	605	35	57	477	123	58	758	15	224	568	73
148	Mason Ave and Saticoy St	92	666	34	113	955	88	135	1260	119	158	1099	120
149	Winnetka Ave and Saticoy St	119	787	130	102	909	116	144	1082	144	100	1085	130
150	Fallbrook Av and Sherman Way	132	730	159	141	777	190	94	1133	149	116	721	67
151	Winnetka Ave and Sherman Way	75	730	130	79	1116	104	194	1116	95	237	1529	201
152	Woodlake Ave and Burbank Blvd	58	152	74	47	469	52	59	196	75	62	387	43

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (WITH MITIGATIONS) FINAL AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	71	773	133	91	801	86	117	1,573	81	106	700	140
2	Canoga Ave and Vanowen St	67	866	79	107	882	114	120	1,001	90	245	646	161
3	De Soto Ave and Vanowen St	50	994	110	80	966	73	135	1,448	192	245	1,231	140
4	Topanga Canyon Blvd and Victory Blvd	131	861	222	69	945	118	181	1,470	100	286	752	128
5	Canoga Ave and Victory Blvd	91	1,018	100	91	1,070	212	166	1,117	75	399	1,691	85
6	De Soto Ave and Victory Blvd	129	879	166	113	1,365	127	94	1,371	251	570	1,713	114
7	Topanga Canyon Blvd and Erwin St	150	1,026	192	95	399	197	165	1,503	71	79	188	35
8	Owensmouth Ave and Erwin St	125	325	128	205	507	124	121	698	300	70	452	149
9	Canoga Ave and Erwin St	119	1,061	69	134	288	149	120	1,368	298	44	218	152
10	Variel Ave and Erwin St	41	189	83	127	217	63	68	457	257	34	275	93
11	De Soto Ave and Erwin St	162	1,399	6	50	3	226	24	2,184	226	20	11	23
12	Topanga Canyon Blvd and Oxnard St	114	1,255	332	54	578	232	115	1,462	52	198	255	61
13	Canoga Ave and Oxnard St	143	1,204	120	95	497	122	140	1,212	118	158	486	78
14	De Soto Ave and Oxnard St	119	1,450	31	57	149	87	45	2,294	243	279	442	60
15	Topanga Canyon Blvd and Califa St	0	1,740	200	0	0	0	117	1,805	0	0	0	85
16	Owensmouth Ave and Califa St	25	382	152	35	255	48	114	333	28	67	99	135
17	Canoga Ave and Califa St	259	1,485	135	73	186	107	114	1,300	135	30	183	53
18	De Soto Ave and Califa St	279	1,609	0	0	0	116	0	2,261	264	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	640	133	0	0	0	898	277	0
20	Topanga Canyon Blvd and Burbank Blvd	248	1,549	668	66	385	259	87	1,209	545	184	439	42
21	Owensmouth Ave and Burbank Blvd	87	59	38	293	739	84	176	118	274	69	459	144
22	Canoga Ave and Burbank Blvd	200	1,813	103	240	522	129	187	1,158	168	37	319	79
23	De Soto Ave and Burbank Blvd (N)	223	1,590	0	191	0	112	0	1,515	767	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	1,022	0	0	0	0	0	1,107	0	486	0	1,067
25	De Soto Ave 101 Ventura Fwy WB	189	1,572	0	0	0	0	0	1,230	549	160	4	628
26	Canoga Ave and 101 Ventura Fwy EB	0	1,027	229	0	0	0	389	780	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	859	129	769	4	439	990	410	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	13	1,306	273	94	133	8	202	1,792	96	213	111	88
29	Topanga Canyon Blvd and Roscoe Blvd	148	917	157	607	945	75	131	1,240	872	300	1,031	65
30	Topanga Canyon Blvd and Saticoy St	107	941	128	63	859	75	130	1,667	148	63	665	108
31	Shoup Ave and Sherman Way	170	732	87	144	893	259	89	1,082	121	164	831	54
32	Topanga Canyon Blvd and Sherman Way	137	888	171	200	816	140	99	1,850	155	340	1,164	112
33	Owensmouth Ave and Sherman Way	55	173	88	30	866	73	52	697	51	320	1,191	38
34	Canoga Ave and Sherman Way	76	765	117	93	922	75	81	1,159	117	147	1,460	136
35	De Soto Ave and Sherman Way	107	874	135	99	1,146	92	115	1,540	166	227	1,447	104
36	Fallbrook Ave and Vanowen St	52	1,282	74	153	752	135	94	1,646	171	155	604	63
37	Shoup Ave and Vanowen St	71	769	80	151	711	124	111	1,186	145	137	652	75
38	Owensmouth Ave and Vanowen St	20	180	76	84	887	105	128	1,003	174	237	896	131
39	Variel Ave and Vanowen St	79	26	148	13	986	61	41	206	29	172	1,451	25
40	Topanga Canyon Blvd and Kittridge St	9	965	45	42	8	7	23	1,731	31	32	12	13
41	Woodlake Ave and Victory Blvd	41	129	104	99	1,274	41	299	243	107	89	635	96
42	Fallbrook Ave and Victory Blvd	155	971	64	175	1,005	161	164	1,545	113	109	648	185
43	Shoup Ave and Victory Blvd	109	711	53	102	962	281	136	1,360	74	108	749	83
44	Westfield Way (Pvt) and Victory Blvd	15	6	12	23	1,232	48	6	9	30	19	1,585	14
45	Owensmouth Ave and Victory Blvd	87	299	127	64	1,173	120	191	1,149	210	243	1,301	90
46	Variel Ave and Victory Blvd	101	137	166	42	1,479	260	134	665	177	553	2,058	44
47	Mason Ave and Victory Blvd	90	85	28	283	1,889	304	345	358	981	99	1,893	153
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	69	270	0	0	0	133	0	1,481	7	0	0	0
49	Shoup Ave and Erwin St	2	798	113	14	4	17	306	1,257	8	103	3	107
50	Shoup Ave and Oxnard St	92	765	69	61	723	71	148	967	176	129	1,178	182
51	Owensmouth Ave and Oxnard St	78	341	51	157	565	269	97	712	123	148	446	68
52	Shoup Ave and Burbank Blvd	50	710	64	98	329	52	192	636	82	31	172	56
53	Shoup Ave and Ventura Blvd	71	437	130	83	1,020	72	648	188	274	50	837	343
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1,505	904	868	4	0	0	0	19	1,098	48
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	0	2,012	0	0	0	550	0	1,522	0	0	0	408
56	Topanga Canyon Blvd and Ventura Blvd	154	1,287	326	766	1,074	136	145	886	94	206	648	218
57	Canoga Ave and Ventura Blvd	157	452	74	544	1,289	72	186	291	264	60	963	252
58	De Soto Ave/Serrania Ave and Ventura Blvd	95	259	148	238	1,215	57	692	190	398	78	1,349	503
59	Topanga Canyon Blvd and Martinez St	7	1,184	4	118	18	20	1	1,390	14	15	5	3
60	Canoga Ave and Rocketdyne Dwy (Pvt)	54	851	0	112	0	35	24	1,626	89	3	0	1
61	De Soto Ave and Kittridge St	81	934	25	61	6	155	54	1,941	49	85	21	118
62	Topanga Canyon Blvd and Village Dwy	0	986	12	0	0	0	9	2,194	0	5	0	4
63	Canoga Ave and Trillium Dwy (Pvt)	0	1,082	446	0	0	0	272	1,644	0	142	0	26
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	170	1,750	19	0	0	69	138	2,231	48	13	2	36
65	Canoga Ave and Warner Ranch Rd (Pvt)	7	1,890	196	1	0	19	307	1,179	1	0	0	90
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	128	1,701	79	44	11	39	133	1,455	122	207	12	118
67	Owensmouth Ave and Promenade Dwy (Pvt)	35	404	50	17	1	19	71	825	56	0	0	31
68	Owensmouth Ave and West Valley Way (Pvt)	67	461	0	47	0	50	0	1,168	257	0	0	0
69	Canoga Ave and Busway	0	882	15	0	0	0	2	1,371	0	16	0	1
70	AMC Dwy and Oxnard St	28	1	64	46	947	121	9	4	13	63	872	30
71	Eton Ave and Vanowen St	18	0	6	14	868	39	3	1	4	24	1,362	7
72	Independence Ave and Vanowen St	27	1	66	14	898	42	37	2	41	79	1,497	15
73	Variel Ave and Kittridge St	5	23	40	39	102	46	22	238	17	95	39	148
74	Variel Ave and Oxnard St	26	71	16	85	374	49	114	220	156	52	689	180
75	Variel Ave and Califa St	6	1	2	47	49	8	44	12	126	6	199	122
76	Warner Center Lane and Burbank Blvd	0	0	0	126	553	0	7	0	79	0	629	34
77	De Soto Ave and Clark St	0	2,191	131	0	0	0	8	1,727	0	0	0	225
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	118	598	0	15	0	12	0	279	197
79	Owensmouth Ave and Marylee St	11	498	7	53	1	57	5	425	24	5	1	18

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (WITH MITIGATIONS) FINAL AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
80	Topanga Canyon Blvd and Marylee St	0	1,850	32	0	0	0	44	1,757	0	4	0	40
81	Topanga Canyon Blvd and Calvert St	78	1,323	97	0	0	167	202	1,909	57	0	0	101
82	Topanga Canyon Blvd and Bassett St	35	1,280	0	105	0	29	0	1,788	62	0	0	0
83	Randi Ave and Victory Blvd	41	7	65	28	1,230	36	17	10	52	38	680	2
84	Glade Ave and Erwin St	41	17	49	24	569	62	74	34	18	25	147	38
85	Randi Ave/Nevada Ave and Erwin St	15	14	73	18	451	21	54	56	36	13	183	21
86	Topanga Canyon Blvd and Clarendon St	34	1,877	26	508	25	29	144	1,177	121	5	8	107
87	Jordan Ave and Sherman Way	48	76	66	74	994	35	56	74	66	20	1,254	32
88	Remmet Ave and Sherman Way	10	9	61	21	928	68	8	29	22	163	1,309	18
89	Variel Ave and Sherman Way	119	93	41	38	911	72	69	147	49	174	1,498	71
90	Owensmouth Ave and Gault St	13	277	16	9	17	42	16	906	16	52	12	31
91	Owensmouth Ave and Hart St	39	269	13	24	19	153	13	881	53	44	34	17
92	De Soto Ave and Hart St	67	1,296	32	62	19	79	22	1,850	40	90	18	50
93	Masson Ave and Vanowen St	41	325	83	123	943	82	71	984	112	168	1,174	143
94	Don Pio Dr and Ventura Blvd	11	16	105	30	1,508	39	69	9	30	51	866	49
95	Owensmouth Ave and Saticoy St	42	158	52	54	1,061	49	59	393	53	167	1,105	75
96	Canoga Ave and Saticoy St	111	723	100	115	890	184	112	1,181	79	176	1,154	159
97	Variel Ave and Saticoy St	67	32	47	56	940	26	42	58	80	24	1,448	18
98	De Soto Ave and Saticoy St	127	772	150	146	944	98	102	1,316	191	170	1,403	68
99	Shoup Ave and Valerio St	31	785	54	24	2	78	23	1,076	11	55	6	29
100	Topanga Canyon Blvd and Valerio St	37	1,217	41	46	39	18	75	1,523	18	58	80	93
101	Canoga Ave and Valerio St	34	820	22	39	89	24	53	1,467	29	100	232	105
102	Lurline Ave and Sherman Way	9	16	64	31	1,070	10	79	23	62	56	1,793	52
103	Mason Ave and Sherman Way	72	591	66	118	1,066	57	181	1,257	179	193	1,772	131
104	Owensmouth Ave and Wyandotte St	35	182	5	18	17	75	7	635	26	16	37	19
105	Sale Ave and Vanowen St	13	7	97	10	834	10	9	3	28	84	644	5
106	Winnetka Ave and Vanowen St	82	740	119	68	931	85	133	1,234	121	171	1,243	86
107	Sale Ave and Victory Blvd	15	15	16	38	1,038	14	39	19	28	6	720	74
108	Winnetka Ave and Victory Blvd	156	797	202	81	1,332	199	203	1,137	263	325	1,931	61
109	Winnetka Ave and Busway	0	911	0	0	18	0	0	1,489	0	0	26	0
110	Fallbrook Ave and Oxnard St	24	1,069	153	40	246	45	203	1,554	37	122	142	104
111	Winnetka Ave and Calvert St	214	1,005	0	65	0	45	0	1,314	247	56	33	59
112	Winnetka Ave and Oxnard St	65	1,234	42	191	324	95	134	1,424	268	40	291	93
113	Fallbrook Ave and Burbank Blvd	51	1,016	26	191	351	109	134	1,424	207	29	236	93
114	Winnetka Ave and Hatteras St	4	1,134	26	7	3	12	19	1,172	9	49	9	18
115	Winnetka Ave and Clark St	76	1,189	0	65	3	196	0	1,219	50	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	146	737	0	0	0	0	0	897	464	287	11	478
117	Winnetka Ave and 101 Ventura Fwy EB	0	489	165	418	0	282	362	748	0	0	0	0
118	Winnetka Ave and Ventura Blvd	107	349	65	217	1,376	62	369	539	253	143	923	192
119	Sale Ave and Ventura Blvd	7	0	16	15	1,064	22	22	3	18	36	1,100	25
120	Topanga Canyon Blvd and Mullholland Dr	125	492	20	690	65	177	20	885	609	17	120	42
121	Fallbrook Ave and Ventura Blvd	70	655	124	88	380	26	585	296	580	175	578	355
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	15	84	35	33	326	103	80	228	40	474	557	90
123	Tampa Ave and Ventura Blvd	68	105	34	81	1,828	62	579	156	287	19	1,109	288
124	Tampa Ave and 101 Ventura Fwy EB	0	470	0	347	0	143	0	865	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	221	593	0	0	0	0	0	683	646	182	0	361
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	146	164	203	418	1,851	76	0	0	0	117	1,298	106
127	Topham St/Busway and Victory Blvd	382	15	15	0	1,268	510	0	18	0	0	2,005	0
128	Corbin Ave and Victory Blvd	39	588	125	88	1,170	16	145	897	271	173	1,673	124
129	Tampa Ave and Victory Blvd	76	684	138	81	1,439	74	258	1,066	226	83	1,563	97
130	Burbank Blvd and Ventura Blvd	137	165	69	160	1,502	101	32	223	278	51	814	10
131	Reseda Blvd and Burbank Blvd	28	444	335	87	362	90	696	965	162	156	485	284
132	Reseda Blvd and 101 Ventura Fwy EB	0	771	0	177	0	287	0	1,516	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	426	513	0	0	0	0	0	1,156	524	383	11	393
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	653	880	0	0	0	0	1,044	0
135	Canoga Ave and Nordhoff St	76	583	306	16	688	88	145	633	6	263	580	197
136	De Soto Ave and Nordhoff St	83	1,308	140	282	674	44	135	1,754	504	115	889	73
137	Topanga Canyon Blvd and Parthenia St	0	1,579	357	0	0	0	114	1,795	28	730	25	90
138	Canoga Ave and Parthenia St	33	681	237	55	461	135	82	852	24	318	806	232
139	De Soto Ave and Parthenia St	61	1,283	74	114	651	80	86	1,532	148	112	1,036	164
140	Fallbrook Ave and Roscoe Blvd	102	254	400	33	675	189	47	191	48	474	762	231
141	Shoup Ave and Roscoe Blvd	93	168	435	27	1,047	97	14	303	20	358	1,319	11
142	Canoga Ave and Roscoe Blvd	77	641	86	153	926	42	88	1,133	110	138	1,022	135
143	De Soto Ave and Roscoe Blvd	96	857	40	357	555	40	72	1,320	162	114	963	41
144	Mason Ave and Roscoe Blvd	82	851	94	142	926	69	97	1,150	168	93	1,023	144
145	Winnetka Ave and Roscoe Blvd	118	850	171	143	858	88	102	1,062	131	136	952	133
146	Fallbrook Ave and Saticoy St	97	614	126	69	481	220	29	884	42	154	394	54
147	Shoup Ave and Saticoy St	80	600	39	56	492	122	66	764	15	224	570	72
148	Mason Ave and Saticoy St	107	673	35	134	960	95	141	1,244	149	149	1,083	116
149	Winnetka Ave and Saticoy St	109	780	127	104	915	121	138	1,080	132	109	1,080	139
150	Fallbrook Av and Sherman Way	134	734	176	137	767	191	97	1,142	147	127	717	71
151	Winnetka Ave and Sherman Way	96	852	130	118	1,116	153	194	1,313	126	237	1,529	201
152	Woodlake Ave and Burbank Blvd	56	149	72	54	486	51	66	195	81	62	389	51

APPENDIX G.4 - VOLUME DEVELOPMENT

EXISTING 2008 PM PEAK HOUR COUNT VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	149	1628	138	108	663	63	167	1176	122	101	714	146
2	Canoga Ave and Vanowen St	176	1348	253	171	769	64	132	890	117	121	740	125
3	De Soto Ave and Vanowen St	49	1474	114	161	1315	90	107	875	198	101	851	132
4	Topanga Canyon Blvd and Victory Blvd	174	1528	351	146	814	152	234	1045	113	284	840	220
5	Canoga Ave and Victory Blvd	160	1407	339	122	1207	160	121	862	129	190	1054	196
6	De Soto Ave and Victory Blvd	66	1130	415	407	1725	120	102	786	172	220	1013	110
7	Topanga Canyon Blvd and Erwin St	176	1773	122	112	160	67	116	1281	44	177	380	141
8	Owensmouth Ave and Erwin St	79	714	52	124	317	54	140	445	226	60	294	100
9	Canoga Ave and Erwin St	174	1670	87	151	222	146	29	1156	118	86	225	96
10	Variel Ave and Erwin St	29	352	20	154	320	55	84	185	112	33	193	50
11	De Soto Ave and Erwin St	101	1745	29	185	10	244	19	1075	174	10	9	10
12	Topanga Canyon Blvd and Oxnard St	171	1750	188	140	458	142	85	1301	87	246	652	139
13	Canoga Ave and Oxnard St	172	1647	108	179	484	139	83	1217	93	97	318	69
14	De Soto Ave and Oxnard St	118	1632	163	209	400	223	42	1133	170	26	194	20
15	Topanga Canyon Blvd and Califa St	0	2099	70	0	0	0	21	1720	0	1	0	139
16	Owensmouth Ave and Califa St	13	391	39	31	84	60	97	474	15	152	91	203
17	Canoga Ave and Califa St	140	1654	106	164	101	262	42	1430	39	112	101	74
18	De Soto Ave and Califa St	71	2027	0	0	0	223	0	1472	43	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	338	42	0	0	0	1151	509	0
20	Topanga Canyon Blvd and Burbank Blvd	323	2021	296	55	168	147	48	1185	372	324	937	66
21	Owensmouth Ave and Burbank Blvd	92	96	116	191	395	62	160	34	435	49	631	153
22	Canoga Ave and Burbank Blvd	155	1392	76	117	273	217	81	1186	167	157	614	140
23	De Soto Ave and Burbank Blvd (N)	69	1260	0	599	0	476	0	1663	154	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	808	0	0	0	0	0	1676	0	226	0	693
25	De Soto Ave 101 Ventura Fwy WB	226	977	0	0	0	0	0	1372	576	261	0	469
26	Canoga Ave and 101 Ventura Fwy EB	0	802	305	0	0	0	906	1015	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	719	234	505	2	214	838	755	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	10	1620	140	82	54	8	112	1484	43	356	119	166
29	Topanga Canyon Blvd and Roscoe Blvd	224	852	224	620	883	79	169	1210	846	355	784	100
30	Topanga Canyon Blvd and Satcoy St	115	1777	222	107	1070	113	199	1138	156	105	1049	182
31	Shoup Ave and Sherman Way	151	1245	91	199	1149	124	117	662	143	53	527	60
32	Topanga Canyon Blvd and Sherman Way	154	1618	295	255	1131	151	119	1156	126	259	1003	146
33	Owensmouth Ave and Sherman Way	89	368	155	69	1059	78	62	278	68	102	989	65
34	Canoga Ave and Sherman Way	123	1380	174	137	1290	180	105	812	145	140	1238	141
35	De Soto Ave and Sherman Way	111	1594	269	167	1666	141	99	926	144	156	974	126
36	Fallbrook Ave and Vanowen St	118	1092	156	173	631	133	92	952	237	138	607	142
37	Shoup Ave and Vanowen St	128	1393	86	146	711	90	52	639	107	88	636	108
38	Owensmouth Ave and Vanowen St	108	626	291	111	1091	85	90	402	134	150	817	100
39	Variel Ave and Vanowen St	108	3	87	11	1544	32	15	4	10	38	1015	15
40	Topanga Canyon Blvd and Kittridge St	19	1671	73	97	8	10	80	1272	47	126	16	61
41	Woodlake Ave and Victory Blvd	71	111	92	29	806	34	37	34	34	66	922	69
42	Fallbrook Ave and Victory Blvd	305	1011	106	200	738	140	201	976	119	84	970	190
43	Shoup Ave and Victory Blvd	187	1332	107	98	811	124	104	689	89	88	868	154
44	Westfield Way (Pvt) and Victory Blvd	60	6	76	151	1117	60	121	5	151	37	1323	138
45	Owensmouth Ave and Victory Blvd	193	913	192	93	1086	74	201	526	173	100	1169	154
46	Variel Ave and Victory Blvd	203	0	453	0	1798	189	0	0	0	107	1199	0
47	Mason Ave and Victory Blvd	109	213	100	472	2058	137	152	157	228	47	1246	212
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	256	874	0	51	0	156	0	650	50	0	0	0
49	Shoup Ave and Erwin St	17	1314	81	6	5	8	123	794	10	139	9	347
50	Shoup Ave and Oxnard St	102	1084	135	92	1243	76	132	691	47	54	703	158
51	Owensmouth Ave and Oxnard St	126	416	111	60	443	38	89	328	90	59	471	122
52	Shoup Ave and Burbank Blvd	65	1132	47	109	196	36	95	616	80	31	235	81
53	Shoup Ave and Ventura Blvd	58	475	143	142	937	51	363	133	251	104	1296	615
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1050	542	927	0	0	0	0	0	1254	72
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	0	2008	0	0	0	515	0	1705	0	0	0	607
56	Topanga Canyon Blvd and Ventura Blvd	208	1321	348	620	907	125	242	870	88	204	678	325
57	Canoga Ave and Ventura Blvd	174	318	49	530	1002	150	253	372	350	87	1027	243
58	De Soto Ave/Serrania Ave and Ventura Blvd	56	184	72	307	984	66	437	222	329	54	1056	421
59	Topanga Canyon Blvd and Martinez St	6	1453	1	37	6	7	9	1170	12	13	12	3
60	Canoga Ave and Rocketdyne Dwy (Pvt)	3	1664	1	35	0	19	15	924	2	13	0	12
61	De Soto Ave and Kittridge St	78	1546	51	65	28	113	35	952	50	36	9	38
62	Topanga Canyon Blvd and Village Dwy	0	1894	6	0	0	0	6	1392	0	11	0	12
63	Canoga Ave and Trillium Dwy (Pvt)	0	1788	87	0	0	0	87	1196	0	197	0	110
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	11	2019	36	14	0	68	31	1608	22	1	2	13
65	Canoga Ave and Warner Ranch Rd (Pvt)	11	1469	23	0	0	7	52	1715	14	18	0	185
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	77	1332	77	124	33	112	136	1831	51	56	5	84
67	Owensmouth Ave and Promenade Dwy (Pvt)	51	732	2	45	2	61	1	535	67	34	4	11
68	Owensmouth Ave and West Valley Way (Pvt)	12	1003	0	199	0	65	0	649	12	0	0	0
69	Canoga Ave and Busway	0	1644	15	0	0	0	0	1042	0	17	0	2
70	AMC Dwy and Oxnard St	64	4	66	155	406	40	69	1	64	39	701	111
71	Eton Ave and Vanowen St	34	0	60	2	1602	213	4	1	8	47	1121	0
72	Independence Ave and Vanowen St	4	0	55	29	1577	38	17	1	19	60	1106	39
73	Variel Ave and Kittridge St	4	8	28	24	86	5	27	12	14	8	28	46
74	Variel Ave and Oxnard St	39	158	187	116	706	61	151	53	109	34	330	63
75	Variel Ave and Califa St	11	20	5	241	139	3	68	3	49	1	52	48
76	Warner Center Lane and Burbank Blvd	0	0	0	38	744	0	62	0	131	0	335	14

APPENDIX G.4 - VOLUME DEVELOPMENT

EXISTING 2008 PM PEAK HOUR COUNT VOLUMES													
Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
77	De Soto Ave and Clark St	0	1500	61	0	0	0	13	1996	0	0	0	18
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	14	464	0	190	0	178	0	474	24
79	Owensmouth Ave and Marylee St	25	390	17	37	3	28	9	642	33	3	0	12
80	Topanga Canyon Blvd and Marylee St	0	2131	34	0	0	0	66	1666	0	12	0	57
81	Topanga Canyon Blvd and Calvert St	109	1887	91	0	0	65	48	1524	44	0	0	117
82	Topanga Canyon Blvd and Bassett St	90	1878	0	87	0	47	0	1336	60	0	0	0
83	Randi Ave and Victory Blvd	31	13	37	22	964	52	3	6	36	54	1080	5
84	Glade Ave and Erwin St	43	30	54	12	188	17	54	21	46	33	520	26
85	Randi Ave/Nevada Ave and Erwin St	18	18	32	18	181	19	16	19	17	34	501	70
86	Topanga Canyon Blvd and Clarendon St	40	2092	43	334	51	53	241	1053	160	41	20	257
87	Jordan Ave and Sherman Way	54	56	50	48	1206	38	52	22	70	51	1009	40
88	Remmet Ave and Sherman Way	25	65	88	36	1238	24	25	14	34	57	1026	40
89	Variel Ave and Sherman Way	59	67	32	82	1261	33	92	56	25	57	1032	62
90	Owensmouth Ave and Gault St	35	558	37	13	26	53	31	400	26	27	26	51
91	Owensmouth Ave and Hart St	70	665	31	15	17	63	18	458	29	22	18	11
92	De Soto Ave and Hart St	43	1576	63	24	11	57	38	1192	30	33	6	27
93	Masson Ave and Vanowen St	30	657	46	183	1252	42	97	598	88	56	906	76
94	Don Pio Dr and Ventura Blvd	23	23	107	77	1198	58	136	44	71	75	1432	119
95	Owensmouth Ave and Saticoy St	26	420	38	48	1185	13	100	268	43	70	894	42
96	Canoga Ave and Saticoy St	102	1110	210	161	1127	58	119	952	157	146	816	192
97	Variel Ave and Saticoy St	55	53	66	69	1206	36	37	46	55	40	929	22
98	De Soto Ave and Saticoy St	89	1421	174	160	1261	74	122	991	149	104	731	77
99	Shoup Ave and Valerio St	73	1031	60	18	7	61	17	617	21	23	9	14
100	Topanga Canyon Blvd and Valerio St	33	1677	32	57	30	39	61	1347	21	38	37	50
101	Canoga Ave and Valerio St	22	1255	34	74	111	18	80	1108	14	51	58	58
102	Lurline Ave and Sherman Way	13	5	35	59	1285	19	53	15	34	52	1052	59
103	Mason Ave and Sherman Way	76	831	54	160	1172	43	109	665	129	70	949	78
104	Owensmouth Ave and Wyandotte St	36	473	12	23	15	46	11	334	21	11	24	17
105	Sale Ave and Vanowen St	12	8	36	25	789	34	6	4	24	32	762	15
106	Winnetka Ave and Vanowen St	106	1163	94	115	1058	62	111	803	89	102	842	93
107	Sale Ave and Victory Blvd	20	11	31	30	1032	12	15	1	37	12	1165	20
108	Winnetka Ave and Victory Blvd	190	1024	136	212	1665	142	177	741	136	152	1181	133
109	Winnetka Ave and Busway	0	1349	0	0	14	0	0	1005	0	0	14	0
110	Fallbrook Ave and Oxnard St	29	1431	70	29	58	28	130	1026	12	137	138	202
111	Winnetka Ave and Calvert St	132	1198	0	71	0	79	0	891	108	28	18	19
112	Winnetka Ave and Oxnard St	107	1151	65	204	411	80	33	861	80	24	77	8
113	Fallbrook Ave and Burbank Blvd	55	1311	32	84	145	47	81	1002	95	52	227	104
114	Winnetka Ave and Hatteras St	16	1371	36	9	1	14	14	983	6	30	3	10
115	Winnetka Ave and Clark St	62	1392	0	21	0	60	0	1099	24	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	193	786	0	0	0	0	0	747	301	268	3	606
117	Winnetka Ave and 101 Ventura Fwy EB	0	643	255	385	1	153	373	620	0	0	0	0
118	Winnetka Ave and Ventura Blvd	87	310	62	258	1401	96	325	315	209	66	968	277
119	Sale Ave and Ventura Blvd	29	5	45	32	965	7	47	2	26	22	1736	42
120	Topanga Canyon Blvd and Mulholland Dr	183	800	8	583	74	131	21	507	660	12	42	41
121	Fallbrook Ave and Ventura Blvd	35	615	108	148	407	32	427	194	442	176	929	631
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	28	133	80	47	416	30	85	98	38	624	586	91
123	Tampa Ave and Ventura Blvd	38	101	42	134	1383	54	472	139	180	28	969	319
124	Tampa Ave and 101 Ventura Fwy EB	0	555	0	556	0	150	0	640	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	207	836	0	0	0	0	0	489	289	211	0	566
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	118	145	90	459	1316	104	0	0	0	79	1290	67
127	Topham St/Busway and Victory Blvd	290	14	5	0	1616	327	0	15	0	0	1241	0
128	Corbin Ave and Victory Blvd	42	761	134	110	1482	23	140	378	122	68	1132	294
129	Tampa Ave and Victory Blvd	160	1041	116	78	1203	56	210	701	162	86	1287	172
130	Burbank Blvd and Ventura Blvd	68	45	34	144	1099	60	41	75	269	66	1178	40
131	Reseda Blvd and Burbank Blvd	100	949	408	71	454	92	466	909	130	129	377	238
132	Reseda Blvd and 101 Ventura Fwy EB	0	1205	0	418	0	352	0	1299	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	449	1174	0	0	0	0	0	914	302	385	1	507
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	790	789	0	0	0	0	682	0
135	Canoga Ave and Nordhoff St	46	628	276	12	568	64	175	550	11	195	595	171
136	De Soto Ave and Nordhoff St	66	1389	127	235	1060	111	100	1302	287	110	678	175
137	Topanga Canyon Blvd and Parthenia St	0	1724	454	0	0	8	66	1680	19	299	20	77
138	Canoga Ave and Parthenia St	33	860	360	25	543	46	147	620	37	215	460	78
139	De Soto Ave and Parthenia St	64	1364	119	163	751	59	120	1360	125	137	638	118
140	Fallbrook Ave and Roscoe Blvd	178	87	464	25	609	113	168	247	43	438	677	40
141	Shoup Ave and Roscoe Blvd	126	162	369	19	1128	65	14	108	21	308	970	16
142	Canoga Ave and Roscoe Blvd	48	1056	171	89	1038	111	129	920	81	134	821	107
143	De Soto Ave and Roscoe Blvd	132	1380	112	189	1058	15	158	1103	87	61	844	96
144	Mason Ave and Roscoe Blvd	110	854	78	157	1132	120	126	962	110	80	955	96
145	Winnetka Ave and Roscoe Blvd	138	926	124	122	1025	103	166	1008	112	154	933	145
146	Fallbrook Ave and Saticoy St	156	688	133	51	331	108	77	762	34	188	409	48
147	Shoup Ave and Saticoy St	149	709	176	29	422	65	44	465	37	157	471	47
148	Mason Ave and Saticoy St	105	918	96	154	1129	95	107	781	165	93	893	100
149	Winnetka Ave and Saticoy St	116	990	110	117	1046	91	146	949	161	96	838	126
150	Fallbrook Av and Sherman Way	130	887	203	142	691	194	72	880	145	168	525	96
151	Winnetka Ave and Sherman Way	113	1104	89	159	1082	115	140	866	125	83	910	117
152	Woodlake Ave and Burbank Blvd	76	122	50	17	211	30	20	91	45	45	278	26

APPENDIX G.4 - VOLUME DEVELOPMENT

EXISTING 2008 PM PEAK HOUR COUNT VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1,465	961	1,915	834	1,882	968	1,340	985
2	Canoga Ave and Vanowen St	1,139	986	1,777	1,004	1,644	1,154	1,075	1,033
3	De Soto Ave and Vanowen St	1,180	1,084	1,637	1,566	1,767	1,536	1,066	1,098
4	Topanga Canyon Blvd and Victory Blvd	1,392	1,344	2,053	1,112	1,894	1,399	1,481	1,127
5	Canoga Ave and Victory Blvd	1,112	1,440	1,906	1,489	1,725	1,667	1,212	1,343
6	De Soto Ave and Victory Blvd	1,060	1,343	1,611	2,252	1,647	2,242	1,126	1,251
7	Topanga Canyon Blvd and Erwin St	1,441	698	2,071	339	2,026	398	1,525	600
8	Owensmouth Ave and Erwin St	811	454	845	495	938	509	559	599
9	Canoga Ave and Erwin St	1,303	407	1,931	519	1,917	338	1,388	517
10	Variel Ave and Erwin St	381	276	401	529	556	424	273	334
11	De Soto Ave and Erwin St	1,268	29	1,875	439	1,940	58	1,329	284
12	Topanga Canyon Blvd and Oxnard St	1,473	1,037	2,109	740	2,029	731	1,689	910
13	Canoga Ave and Oxnard St	1,393	484	1,927	802	1,895	675	1,453	583
14	De Soto Ave and Oxnard St	1,345	240	1,913	832	1,861	605	1,382	482
15	Topanga Canyon Blvd and Califa St	1,741	140	2,169	0	2,238	91	1,721	0
16	Owensmouth Ave and Califa St	586	446	443	175	625	220	686	119
17	Canoga Ave and Califa St	1,511	287	1,900	527	1,892	249	1,804	280
18	De Soto Ave and Califa St	1,515	0	2,098	223	2,027	0	1,695	114
19	101 Ventura Fwy WB and Burbank Blvd	0	1,660	0	380	0	338	1,193	509
20	Topanga Canyon Blvd and Burbank Blvd	1,605	1,327	2,640	370	2,142	512	1,656	1,632
21	Owensmouth Ave and Burbank Blvd	629	833	304	648	440	671	145	1,158
22	Canoga Ave and Burbank Blvd	1,434	911	1,623	607	1,649	430	1,560	936
23	De Soto Ave and Burbank Blvd (N)	1,817	0	1,329	1,075	1,859	0	2,139	223
24	Canoga Ave and 101 Ventura Fwy WB	1,676	919	808	0	1,501	0	1,902	0
25	De Soto Ave 101 Ventura Fwy WB	1,948	730	1,203	0	1,446	0	1,633	802
26	Canoga Ave and 101 Ventura Fwy EB	1,921	0	1,107	0	802	1,211	1,015	0
27	De Soto Ave and 101 Ventura Fwy EB	1,593	0	953	721	1,224	1,074	969	0
28	Topanga Canyon Blvd and Nordhoff St	1,639	641	1,770	144	1,868	306	1,848	172
29	Topanga Canyon Blvd and Roscoe Blvd	2,225	1,239	1,300	1,582	1,572	1,276	1,644	1,854
30	Topanga Canyon Blvd and Satcoy St	1,493	1,336	2,114	1,290	2,066	1,491	1,356	1,320
31	Shoup Ave and Sherman Way	922	640	1,487	1,472	1,504	1,357	839	821
32	Topanga Canyon Blvd and Sherman Way	1,401	1,408	2,067	1,537	2,019	1,545	1,566	1,283
33	Owensmouth Ave and Sherman Way	408	1,156	612	1,206	502	1,276	458	1,146
34	Canoga Ave and Sherman Way	1,062	1,519	1,677	1,607	1,658	1,569	1,132	1,506
35	De Soto Ave and Sherman Way	1,169	1,256	1,974	1,974	1,887	2,034	1,223	1,229
36	Fallbrook Ave and Vanowen St	1,281	887	1,366	937	1,407	879	1,223	962
37	Shoup Ave and Vanowen St	798	832	1,607	947	1,647	849	817	871
38	Owensmouth Ave and Vanowen St	626	1,067	1,025	1,287	837	1,472	637	1,059
39	Variel Ave and Vanowen St	29	1,068	198	1,587	29	1,646	74	1,133
40	Topanga Canyon Blvd and Kittridge St	1,399	203	1,763	115	1,829	161	1,408	82
41	Woodlake Ave and Victory Blvd	105	1,057	274	869	209	935	134	1,027
42	Fallbrook Ave and Victory Blvd	1,296	1,244	1,422	1,078	1,401	1,045	1,200	1,394
43	Shoup Ave and Victory Blvd	882	1,110	1,626	1,033	1,584	1,022	901	1,144
44	Westfield Way (Pvt) and Victory Blvd	277	1,498	142	1,328	295	1,314	102	1,534
45	Owensmouth Ave and Victory Blvd	900	1,423	1,298	1,253	1,160	1,479	700	1,535
46	Variel Ave and Victory Blvd	0	1,306	656	1,987	0	2,251	296	1,402
47	Mason Ave and Victory Blvd	537	1,505	422	2,667	897	2,310	341	1,583
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	700	0	1,130	207	925	0	806	306
49	Shoup Ave and Erwin St	927	495	1,412	19	1,667	209	941	36
50	Shoup Ave and Oxnard St	870	915	1,321	1,411	1,334	1,510	821	852
51	Owensmouth Ave and Oxnard St	507	652	653	541	598	643	425	687
52	Shoup Ave and Burbank Blvd	791	347	1,244	341	1,322	338	683	380
53	Shoup Ave and Ventura Blvd	747	2,015	676	1,130	1,232	1,443	288	1,605
54	101 Ventura Fwy EB and Ventura Blvd	0	1,326	1,050	1,469	614	1,977	0	1,254
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	1,705	607	2,008	515	2,615	0	2,220	0
56	Topanga Canyon Blvd and Ventura Blvd	1,200	1,207	1,877	1,652	2,266	1,497	1,199	974
57	Canoga Ave and Ventura Blvd	975	1,357	541	1,682	1,091	1,304	609	1,551
58	De Soto Ave/Serrania Ave and Ventura Blvd	988	1,531	312	1,357	912	1,493	342	1,441
59	Topanga Canyon Blvd and Martinez St	1,191	28	1,460	50	1,493	16	1,190	30
60	Canoga Ave and Rocketdyne Dwy (Pvt)	941	25	1,668	54	1,711	16	956	5
61	De Soto Ave and Kittridge St	1,037	83	1,675	206	1,649	114	1,101	137
62	Topanga Canyon Blvd and Village Dwy	1,398	23	1,900	0	1,906	12	1,403	0
63	Canoga Ave and Trillium Dwy (Pvt)	1,283	307	1,875	0	1,898	174	1,393	0
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	1,661	16	2,066	82	2,046	67	1,677	35
65	Canoga Ave and Warner Ranch Rd (Pvt)	1,781	203	1,503	7	1,654	75	1,740	25
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	2,018	145	1,486	269	1,540	246	1,999	133
67	Owensmouth Ave and Promenade Dwy (Pvt)	603	49	785	108	788	5	630	122
68	Owensmouth Ave and West Valley Way (Pvt)	661	0	1,015	264	1,202	0	714	24
69	Canoga Ave and Busway	1,042	19	1,659	0	1,646	15	1,059	0
70	AMC Dwy and Oxnard St	134	851	134	601	270	541	80	829
71	Eton Ave and Vanowen St	13	1,168	94	1,817	2	1,666	261	1,163
72	Independence Ave and Vanowen St	37	1,205	59	1,644	68	1,649	99	1,129
73	Variel Ave and Kittridge St	53	82	40	115	78	141	25	46
74	Variel Ave and Oxnard St	313	427	384	883	337	1,044	148	478
75	Variel Ave and Califa St	120	101	36	383	309	212	7	112
76	Warner Center Lane and Burbank Blvd	193	349	0	782	52	806	0	466

APPENDIX G.4 - VOLUME DEVELOPMENT

EXISTING 2008 PM PEAK HOUR COUNT VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	2,009	18	1,561	0	1,518	74	1,996	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	368	498	0	478	38	654	0	652
79	Owensmouth Ave and Marylee St	684	15	432	68	439	29	673	58
80	Topanga Canyon Blvd and Marylee St	1,732	69	2,165	0	2,188	100	1,678	0
81	Topanga Canyon Blvd and Calvert St	1,616	117	2,087	65	2,004	139	1,589	153
82	Topanga Canyon Blvd and Bassett St	1,396	0	1,968	134	1,965	0	1,383	150
83	Randi Ave and Victory Blvd	45	1,139	81	1,038	40	1,004	112	1,147
84	Glade Ave and Erwin St	121	579	127	217	68	296	71	609
85	Randi Ave/Nevada Ave and Erwin St	52	605	68	218	106	229	72	536
86	Topanga Canyon Blvd and Clarendon St	1,454	318	2,175	438	2,683	335	1,147	220
87	Jordan Ave and Sherman Way	144	1,100	160	1,292	144	1,308	111	1,133
88	Remmet Ave and Sherman Way	73	1,123	178	1,298	141	1,351	95	1,085
89	Variel Ave and Sherman Way	173	1,151	158	1,376	211	1,385	146	1,116
90	Owensmouth Ave and Gault St	457	104	630	92	622	94	480	87
91	Owensmouth Ave and Hart St	505	51	766	95	691	66	543	117
92	De Soto Ave and Hart St	1,260	66	1,682	92	1,627	112	1,282	79
93	Masson Ave and Vanowen St	783	1,038	733	1,477	916	1,395	696	1,024
94	Don Pio Dr and Ventura Blvd	251	1,626	153	1,333	219	1,441	177	1,526
95	Owensmouth Ave and Satcoy St	411	1,006	484	1,246	510	1,323	351	963
96	Canoga Ave and Satcoy St	1,228	1,154	1,422	1,346	1,463	1,456	1,156	1,075
97	Variel Ave and Satcoy St	138	991	174	1,311	144	1,309	122	1,039
98	De Soto Ave and Satcoy St	1,262	912	1,684	1,495	1,658	1,557	1,169	969
99	Shoup Ave and Valerio St	655	46	1,164	86	1,063	84	701	103
100	Topanga Canyon Blvd and Valerio St	1,429	125	1,742	126	1,784	123	1,424	91
101	Canoga Ave and Valerio St	1,202	167	1,311	203	1,387	225	1,177	94
102	Lurline Ave and Sherman Way	102	1,163	53	1,363	123	1,373	86	1,099
103	Mason Ave and Sherman Way	903	1,097	961	1,375	1,069	1,335	778	1,154
104	Owensmouth Ave and Wyandotte St	366	52	521	84	513	38	391	81
105	Sale Ave and Vanowen St	34	809	56	848	48	831	70	798
106	Winnetka Ave and Vanowen St	1,003	1,037	1,363	1,235	1,371	1,263	967	1,037
107	Sale Ave and Victory Blvd	53	1,197	62	1,074	61	1,078	25	1,222
108	Winnetka Ave and Victory Blvd	1,054	1,466	1,350	2,019	1,369	1,978	1,035	1,507
109	Winnetka Ave and Busway	1,005	14	1,349	14	1,349	14	1,005	14
110	Fallbrook Ave and Oxnard St	1,168	477	1,530	115	1,662	258	1,191	179
111	Winnetka Ave and Calvert St	999	65	1,330	150	1,288	0	998	258
112	Winnetka Ave and Oxnard St	974	109	1,323	695	1,363	509	965	264
113	Fallbrook Ave and Burbank Blvd	1,178	383	1,398	276	1,499	258	1,101	377
114	Winnetka Ave and Hatteras St	1,003	43	1,423	24	1,390	51	1,027	25
115	Winnetka Ave and Clark St	1,123	0	1,454	81	1,413	0	1,159	86
116	Winnetka Ave and 101 Ventura Fwy WB	1,048	877	979	0	1,392	0	1,015	497
117	Winnetka Ave and 101 Ventura Fwy EB	993	0	898	539	1,028	629	773	0
118	Winnetka Ave and Ventura Blvd	849	1,311	459	1,755	845	1,788	477	1,264
119	Sale Ave and Ventura Blvd	75	1,800	79	1,004	79	1,057	31	1,791
120	Topanga Canyon Blvd and Mulholland Dr	1,188	95	991	788	1,424	103	650	885
121	Fallbrook Ave and Ventura Blvd	1,063	1,736	758	587	1,394	942	402	1,406
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	221	1,301	241	493	271	581	752	652
123	Tampa Ave and Ventura Blvd	791	1,316	181	1,571	554	1,897	221	1,187
124	Tampa Ave and 101 Ventura Fwy EB	640	0	555	706	1,111	0	790	0
125	Tampa Ave and 101 Ventura Fwy WB	778	777	1,043	0	1,402	0	700	496
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	1,436	353	1,879	671	1,406	183	1,408
127	Topham St/Busway and Victory Blvd	15	1,241	309	1,943	14	1,621	342	1,531
128	Corbin Ave and Victory Blvd	640	1,494	937	1,615	1,165	1,756	469	1,296
129	Tampa Ave and Victory Blvd	1,073	1,545	1,317	1,337	1,291	1,529	843	1,609
130	Burbank Blvd and Ventura Blvd	385	1,284	147	1,303	229	1,174	201	1,515
131	Reseda Blvd and Burbank Blvd	1,505	744	1,457	617	1,258	1,328	1,130	607
132	Reseda Blvd and 101 Ventura Fwy EB	1,299	0	1,205	770	1,623	0	1,651	0
133	Reseda Blvd and 101 Ventura Fwy WB	1,216	893	1,623	0	1,681	0	1,299	752
134	101 Ventura Fwy EB and Burbank Blvd	0	682	0	1,579	0	790	789	682
135	Canoga Ave and Nordhoff St	736	961	950	644	811	1,019	809	652
136	De Soto Ave and Nordhoff St	1,689	963	1,582	1,406	1,799	1,287	1,523	1,031
137	Topanga Canyon Blvd and Parthenia St	1,765	396	2,178	8	1,801	520	1,987	39
138	Canoga Ave and Parthenia St	804	753	1,253	614	963	1,050	881	530
139	De Soto Ave and Parthenia St	1,605	893	1,547	973	1,645	990	1,556	827
140	Fallbrook Ave and Roscoe Blvd	458	1,155	729	747	152	1,241	798	898
141	Shoup Ave and Roscoe Blvd	143	1,294	657	1,212	197	1,511	481	1,117
142	Canoga Ave and Roscoe Blvd	1,130	1,062	1,275	1,238	1,252	1,338	1,165	950
143	De Soto Ave and Roscoe Blvd	1,348	1,001	1,624	1,262	1,665	1,328	1,179	1,063
144	Mason Ave and Roscoe Blvd	1,198	1,131	1,042	1,409	1,107	1,336	1,162	1,175
145	Winnetka Ave and Roscoe Blvd	1,286	1,232	1,188	1,250	1,193	1,315	1,265	1,183
146	Fallbrook Ave and Satcoy St	873	645	977	490	787	541	1,058	599
147	Shoup Ave and Satcoy St	546	675	1,034	516	785	642	687	657
148	Mason Ave and Satcoy St	1,053	1,086	1,119	1,378	1,172	1,332	969	1,163
149	Winnetka Ave and Satcoy St	1,256	1,060	1,216	1,254	1,233	1,302	1,136	1,115
150	Fallbrook Av and Sherman Way	1,097	789	1,220	1,027	1,125	966	1,242	800
151	Winnetka Ave and Sherman Way	1,131	1,110	1,306	1,356	1,380	1,311	1,064	1,148
152	Woodlake Ave and Burbank Blvd	156	349	248	258	165	281	166	399

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) PM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	2,264	1,417	1,464	2,015	892	1,050	1,011	1,149
2	Canoga Ave and Vanowen St	2,194	1,279	1,366	1,905	1,137	1,086	1,126	1,552
3	De Soto Ave and Vanowen St	2,014	1,269	1,404	2,078	1,824	1,294	1,277	1,879
4	Topanga Canyon Blvd and Victory Blvd	2,385	1,580	1,401	2,271	1,448	1,198	1,473	1,657
5	Canoga Ave and Victory Blvd	2,214	1,368	1,321	1,944	2,442	1,979	2,055	2,516
6	De Soto Ave and Victory Blvd	1,777	1,213	1,217	2,026	3,340	1,919	1,720	2,896
7	Topanga Canyon Blvd and Erwin St	2,323	1,727	1,486	2,157	594	832	762	449
8	Owensmouth Ave and Erwin St	937	641	950	1,232	1,328	1,137	658	863
9	Canoga Ave and Erwin St	2,050	1,412	1,596	2,374	756	674	673	615
10	Variel Ave and Erwin St	684	478	582	929	773	406	302	527
11	De Soto Ave and Erwin St	2,039	1,426	1,386	2,200	644	413	35	70
12	Topanga Canyon Blvd and Oxnard St	2,418	1,971	1,500	2,071	832	1,058	1,319	969
13	Canoga Ave and Oxnard St	2,064	1,592	1,464	1,973	1,120	786	711	1,006
14	De Soto Ave and Oxnard St	2,190	1,742	1,501	2,075	970	455	278	668
15	Topanga Canyon Blvd and Califa St	2,213	1,761	2,033	2,486	0	0	230	231
16	Owensmouth Ave and Califa St	430	768	670	725	277	238	628	431
17	Canoga Ave and Califa St	2,141	2,035	1,790	2,119	687	413	391	441
18	De Soto Ave and Califa St	2,187	1,971	1,870	2,244	388	229	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,252	0	0	418	621	1,705	376
20	Topanga Canyon Blvd and Burbank Blvd	3,175	1,762	1,635	2,177	409	1,679	1,481	535
21	Owensmouth Ave and Burbank Blvd	365	174	721	420	711	1,340	911	742
22	Canoga Ave and Burbank Blvd	1,963	1,920	1,705	1,918	708	1,105	910	437
23	De Soto Ave and Burbank Blvd (N)	1,612	2,322	2,102	1,965	1,209	306	0	0
24	Canoga Ave and 101 Ventura Fwy WB	849	2,071	1,839	1,541	0	0	923	0
25	De Soto Ave 101 Ventura Fwy WB	1,228	1,950	2,357	1,553	0	829	748	0
26	Canoga Ave and 101 Ventura Fwy EB	1,156	1,154	2,090	843	0	0	0	1,248
27	De Soto Ave and 101 Ventura Fwy EB	1,148	1,080	1,910	1,249	859	0	0	1,100
28	Topanga Canyon Blvd and Nordhoff St	1,818	1,861	3,174	3,061	173	207	648	319
29	Topanga Canyon Blvd and Roscoe Blvd	1,289	1,959	2,232	1,665	1,746	1,859	1,381	1,551
30	Topanga Canyon Blvd and Saticoy St	2,188	1,402	1,550	2,138	1,423	1,373	1,389	1,637
31	Shoup Ave and Sherman Way	1,615	873	949	1,605	1,528	857	672	1,428
32	Topanga Canyon Blvd and Sherman Way	2,168	1,633	1,449	2,084	1,608	1,315	1,423	1,618
33	Owensmouth Ave and Sherman Way	816	580	447	573	1,297	1,165	1,227	1,470
34	Canoga Ave and Sherman Way	1,941	1,311	1,181	1,762	1,757	1,501	1,647	1,952
35	De Soto Ave and Sherman Way	2,110	1,317	1,415	2,277	2,393	1,360	1,454	2,576
36	Fallbrook Ave and Vanowen St	2,049	1,656	1,669	2,004	196	201	114	125
37	Shoup Ave and Vanowen St	1,736	853	832	1,775	1,072	985	945	971
38	Owensmouth Ave and Vanowen St	1,404	760	811	1,229	1,442	1,178	1,259	1,749
39	Variel Ave and Vanowen St	209	126	35	35	1,870	1,241	1,171	1,881
40	Topanga Canyon Blvd and Kittridge St	2,066	1,457	1,477	2,181	162	111	244	193
41	Woodlake Ave and Victory Blvd	332	144	376	622	1,050	1,257	1,087	968
42	Fallbrook Ave and Victory Blvd	1,515	1,252	1,720	1,926	1,300	1,683	1,411	1,154
43	Shoup Ave and Victory Blvd	1,799	965	928	1,715	1,173	1,353	1,325	1,191
44	Westfield Way (Pvt) and Victory Blvd	171	122	298	326	2,345	1,894	1,836	2,046
45	Owensmouth Ave and Victory Blvd	1,679	890	1,134	1,764	1,985	1,873	1,815	2,085
46	Variel Ave and Victory Blvd	881	431	0	0	2,940	2,093	1,889	3,188
47	Mason Ave and Victory Blvd	507	409	707	1,142	3,321	1,960	1,623	2,629
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	1,936	1,296	823	1,304	223	360	0	0
49	Shoup Ave and Erwin St	1,614	1,098	991	1,840	23	43	655	306
50	Shoup Ave and Oxnard St	1,459	971	1,004	1,504	1,469	923	1,105	1,639
51	Owensmouth Ave and Oxnard St	720	599	520	693	976	932	749	861
52	Shoup Ave and Burbank Blvd	1,460	856	951	1,454	373	441	367	399
53	Shoup Ave and Ventura Blvd	745	360	920	1,448	1,251	1,718	2,451	1,733
54	101 Ventura Fwy EB and Ventura Blvd	1,784	28	0	1,102	1,729	1,047	1,120	2,413

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) PM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp)	2,397	2,302	1,811	3,145	618	0	740	0
56	Topanga Canyon Blvd and Ventura Blvd	1,975	1,448	1,393	2,733	1,725	998	1,295	1,708
57	Canoga Ave and Ventura Blvd	566	697	1,114	1,140	1,878	1,641	1,408	1,488
58	De Soto Ave/Serrania Ave and Ventura Blvd	363	397	1,099	1,099	1,497	1,447	1,726	1,972
59	Topanga Canyon Blvd and Martinez St	1,566	1,411	1,291	1,794	60	36	34	19
60	Canoga Ave and Rocketdyne Dwy (Pvt)	2,106	1,060	1,145	2,128	172	155	30	19
61	De Soto Ave and Kittridge St	2,054	1,258	1,240	2,026	246	220	237	273
62	Topanga Canyon Blvd and Village Dwy	2,672	1,846	1,497	2,238	159	126	28	14
63	Canoga Ave and Trillium Dwy (Pvt)	2,332	1,686	1,439	2,206	137	60	321	278
64	De Soto Ave and Warner Center Lane (Pvt)	2,172	1,962	1,937	2,135	138	119	83	114
65	Canoga Ave and Warner Ranch Rd (Pvt)	1,772	2,011	2,012	1,895	8	30	258	131
66	De Soto Ave and Burbank Blvd (S)/Kaiser D	1,792	2,039	2,201	1,865	333	160	174	297
67	Owensmouth Ave and Promenade Dwy (Pvt)	918	643	685	880	184	135	98	71
68	Owensmouth Ave and West Valley Way (Pvt)	1,309	853	851	1,583	317	41	124	70
69	Canoga Ave and Busway	1,992	1,272	1,251	1,977	0	0	23	18
70	AMC Dwy and Oxnard St	161	96	161	324	1,796	1,738	1,096	976
71	Eton Ave and Vanowen St	125	376	16	2	2,215	1,303	1,276	1,949
72	Independence Ave and Vanowen St	83	192	44	82	1,879	1,232	1,401	1,907
73	Variel Ave and Kittridge St	82	197	105	89	230	77	86	169
74	Variel Ave and Oxnard St	503	216	501	576	1,021	467	469	1,234
75	Variel Ave and Califa St	43	8	207	382	389	138	139	245
76	Warner Center Lane and Burbank Blvd	0	0	214	59	925	587	432	940
77	De Soto Ave and Clark St	1,668	2,405	2,568	1,637	0	0	36	230
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	442	46	574	783	598	785
79	Owensmouth Ave and Marylee St	423	767	766	426	82	70	18	35
80	Topanga Canyon Blvd and Marylee St	2,213	1,751	1,787	2,242	0	0	91	123
81	Topanga Canyon Blvd and Calvert St	2,129	1,616	1,818	2,256	88	301	464	326
82	Topanga Canyon Blvd and Bassett St	2,101	1,382	1,459	2,182	218	215	0	0
83	Randi Ave and Victory Blvd	152	135	74	87	1,207	1,362	1,243	1,140
84	Glade Ave and Erwin St	257	115	151	117	329	802	770	371
85	Randi Ave/Nevada Ave and Erwin St	92	112	62	173	327	701	864	348
86	Topanga Canyon Blvd and Clarendon St	2,612	1,377	1,746	3,222	526	264	382	402
87	Jordan Ave and Sherman Way	234	114	230	269	1,369	1,150	1,256	1,556
88	Remmet Ave and Sherman Way	393	180	88	163	1,499	1,175	1,317	1,355
89	Variel Ave and Sherman Way	225	145	203	254	1,674	1,222	1,282	1,804
90	Owensmouth Ave and Gault St	876	601	579	826	92	102	116	134
91	Owensmouth Ave and Hart St	1,036	714	626	937	170	200	105	87
92	De Soto Ave and Hart St	1,993	1,506	1,527	2,007	95	82	79	134
93	Mason Ave and Vanowen St	823	826	956	1,008	1,821	1,217	1,119	1,653
94	Don Pio Dr and Ventura Blvd	154	194	301	263	1,544	1,614	1,716	1,637
95	Owensmouth Ave and Saticoy St	529	385	475	596	1,427	1,010	1,060	1,499
96	Canoga Ave and Saticoy St	1,553	1,262	1,334	1,553	1,515	1,106	1,211	1,691
97	Variel Ave and Saticoy St	189	135	166	173	1,586	1,137	1,073	1,571
98	De Soto Ave and Saticoy St	2,029	1,415	1,521	1,702	1,757	1,051	914	1,680
99	Shoup Ave and Valerio St	1,265	728	706	1,179	103	124	55	102
100	Topanga Canyon Blvd and Valerio St	1,802	1,477	1,475	1,858	139	112	150	148
101	Canoga Ave and Valerio St	1,477	1,302	1,308	1,518	243	117	194	244
102	Lurline Ave and Sherman Way	64	103	122	146	1,905	1,297	1,356	1,905
103	Mason Ave and Sherman Way	1,043	950	1,070	1,278	1,907	1,347	1,573	2,314
104	Owensmouth Ave and Wyandotte St	592	430	395	558	139	95	85	128
105	Sale Ave and Vanowen St	67	84	41	58	973	912	923	956
106	Winnetka Ave and Vanowen St	1,544	1,126	1,087	1,498	1,445	1,059	1,191	1,582
107	Sale Ave and Victory Blvd	74	30	63	83	1,183	1,389	1,406	1,218
108	Winnetka Ave and Victory Blvd	1,465	1,065	1,111	1,506	2,410	1,637	1,554	2,333

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) PM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
109	Winnetka Ave and Busway	1,486	1,062	1,164	1,530	57	118	17	17
110	Fallbrook Ave and Oxnard St	1,646	1,275	1,220	1,755	149	225	559	320
111	Winnetka Ave and Calvert St	1,330	1,186	1,029	1,403	180	310	78	0
112	Winnetka Ave and Oxnard St	1,379	1,145	1,158	1,363	836	353	148	625
113	Fallbrook Ave and Burbank Blvd	1,467	1,147	1,262	1,615	322	439	434	286
114	Winnetka Ave and Hatteras St	1,596	1,022	1,190	1,446	29	30	53	168
115	Winnetka Ave and Clark St	1,492	1,381	1,118	1,586	232	129	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	1,064	1,044	1,247	1,430	0	597	881	0
117	Winnetka Ave and 101 Ventura Fwy EB	1,085	865	1,022	1,113	524	0	0	653
118	Winnetka Ave and Ventura Blvd	584	554	941	1,032	1,965	1,298	1,331	1,938
119	Sale Ave and Ventura Blvd	95	37	90	95	1,206	2,151	2,162	1,269
120	Topanga Canyon Blvd and Mullholland Dr	1,189	804	1,317	1,422	835	916	121	124
121	Fallbrook Ave and Ventura Blvd	969	505	1,098	1,457	641	1,531	1,849	1,063
122	Woodlake Ave/101 Ventura Fwy WB and Ve	285	782	258	308	540	680	1,426	635
123	Tampa Ave and Ventura Blvd	199	234	946	664	1,801	1,268	1,396	2,100
124	Tampa Ave and 101 Ventura Fwy EB	665	945	767	1,338	851	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	1,256	839	948	1,387	0	613	914	0
126	Vanalden Ave/101 Ventura Fwy EB and Ven	387	212	0	818	2,082	1,488	1,497	1,627
127	Topham St/Busway and Victory Blvd	372	376	18	17	2,298	1,619	1,336	1,942
128	Corbin Ave and Victory Blvd	1,069	654	734	1,243	1,936	1,391	1,584	2,035
129	Tampa Ave and Victory Blvd	1,332	1,022	1,101	1,321	1,674	1,705	1,669	1,912
130	Burbank Blvd and Ventura Blvd	193	203	397	302	1,542	1,569	1,365	1,307
131	Reseda Blvd and Burbank Blvd	1,525	1,156	1,828	1,526	690	619	880	1,413
132	Reseda Blvd and 101 Ventura Fwy EB	1,462	2,004	1,569	1,951	925	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	1,951	1,569	1,217	1,701	0	743	1,089	0
134	101 Ventura Fwy EB and Burbank Blvd	0	939	0	0	1,664	806	807	959
135	Canoga Ave and Nordhoff St	1,078	872	846	862	676	657	1,152	1,155
136	De Soto Ave and Nordhoff St	1,915	1,540	1,702	2,170	1,542	1,236	1,159	1,394
137	Topanga Canyon Blvd and Parthenia St	2,281	1,986	2,119	2,168	10	47	608	825
138	Canoga Ave and Parthenia St	1,310	893	867	1,091	766	646	853	1,168
139	De Soto Ave and Parthenia St	1,679	1,638	1,658	1,990	1,030	873	966	1,187
140	Fallbrook Ave and Roscoe Blvd	771	965	475	205	929	928	1,389	1,393
141	Shoup Ave and Roscoe Blvd	798	540	187	205	1,364	1,343	1,549	1,637
142	Canoga Ave and Roscoe Blvd	1,526	1,393	1,190	1,362	1,404	980	1,110	1,472
143	De Soto Ave and Roscoe Blvd	1,644	1,422	1,628	2,010	1,544	1,256	1,061	1,501
144	Mason Ave and Roscoe Blvd	1,134	1,261	1,307	1,222	1,582	1,235	1,248	1,553
145	Winnetka Ave and Roscoe Blvd	1,332	1,303	1,333	1,277	1,467	1,300	1,315	1,568
146	Fallbrook Ave and Saticoy St	1,075	1,071	1,054	829	555	665	700	628
147	Shoup Ave and Saticoy St	1,150	738	583	813	620	734	722	790
148	Mason Ave and Saticoy St	1,255	1,004	1,113	1,287	1,520	1,190	1,248	1,657
149	Winnetka Ave and Saticoy St	1,359	1,179	1,284	1,366	1,555	1,259	1,182	1,573
150	Fallbrook Av and Sherman Way	1,259	1,484	1,109	1,215	1,189	954	825	1,022
151	Winnetka Ave and Sherman Way	1,441	1,090	1,338	1,697	1,892	1,345	1,529	2,118
152	Woodlake Ave and Burbank Blvd	339	209	171	215	310	411	411	327

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) UNADJUSTED PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	202	1811	236	79	743	72	169	1210	98	135	749	125
2	Canoga Ave and Vanowen St	177	1598	419	148	931	60	202	1054	109	166	799	159
3	De Soto Ave and Vanowen St	64	1777	169	157	1572	99	138	1044	224	126	1006	145
4	Topanga Canyon Blvd and Victory Blvd	189	1812	384	203	1043	202	229	1061	110	317	899	257
5	Canoga Ave and Victory Blvd	221	1531	399	184	1964	223	153	939	192	206	1565	229
6	De Soto Ave and Victory Blvd	128	1251	384	684	2423	203	89	827	316	183	1475	91
7	Topanga Canyon Blvd and Erwin St	314	1873	123	182	248	164	78	1369	53	194	466	102
8	Owensmouth Ave and Erwin St	167	731	37	415	734	176	92	414	446	50	524	86
9	Canoga Ave and Erwin St	114	1864	105	260	413	87	97	1247	215	78	345	250
10	Variel Ave and Erwin St	46	611	26	261	405	107	96	327	158	43	202	57
11	De Soto Ave and Erwin St	133	1884	30	304	16	324	23	1092	267	10	13	12
12	Topanga Canyon Blvd and Oxnard St	225	1841	335	99	550	182	84	1367	63	422	770	131
13	Canoga Ave and Oxnard St	210	1691	157	195	746	179	103	1267	97	145	478	87
14	De Soto Ave and Oxnard St	124	1847	203	204	430	337	36	1358	122	47	209	23
15	Topanga Canyon Blvd and Califa St	0	2241	117	0	0	0	114	1760	0	1	0	245
16	Owensmouth Ave and Califa St	19	385	60	44	183	72	188	507	27	189	192	296
17	Canoga Ave and Califa St	182	1802	166	216	191	280	85	1630	65	125	165	101
18	De Soto Ave and Califa St	83	2244	0	0	0	363	0	1608	146	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	376	59	0	0	0	1193	621	0
20	Topanga Canyon Blvd and Burbank Blvd	455	2088	355	42	147	187	33	1180	300	394	924	48
21	Owensmouth Ave and Burbank Blvd	123	100	138	186	438	78	166	40	507	56	710	134
22	Canoga Ave and Burbank Blvd	240	1669	82	133	282	306	73	1454	214	160	652	115
23	De Soto Ave and Burbank Blvd (N)	110	1389	0	576	0	552	0	1770	196	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	849	0	0	0	0	0	1841	0	230	0	692
25	De Soto Ave 101 Ventura Fwy WB	186	1046	0	0	0	0	0	1708	643	242	0	507
26	Canoga Ave and 101 Ventura Fwy EB	0	843	312	0	0	0	936	1154	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	747	258	502	2	248	840	832	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	0	2145	4	200	3	0	312	1846	188	15	18	716
29	Topanga Canyon Blvd and Roscoe Blvd	214	883	267	663	1089	96	195	1382	784	481	861	119
30	Topanga Canyon Blvd and Satcoy St	119	1833	236	115	1188	120	214	1174	163	108	1091	189
31	Shoup Ave and Sherman Way	164	1346	104	197	1202	129	122	686	142	58	551	62
32	Topanga Canyon Blvd and Sherman Way	169	1683	315	260	1184	164	119	1202	129	266	1017	141
33	Owensmouth Ave and Sherman Way	110	452	255	56	1150	96	65	329	53	155	1001	65
34	Canoga Ave and Sherman Way	122	1506	310	98	1498	173	145	926	112	212	1267	158
35	De Soto Ave and Sherman Way	79	1815	276	235	2114	108	187	1056	188	153	1093	227
36	Fallbrook Ave and Vanowen St	121	1886	0	118	0	75	0	1581	80	0	0	0
37	Shoup Ave and Vanowen St	142	1496	97	159	816	97	57	659	115	97	728	120
38	Owensmouth Ave and Vanowen St	107	921	379	141	1228	77	142	507	160	177	911	166
39	Variel Ave and Vanowen St	122	3	84	15	1782	61	16	7	12	58	1106	16
40	Topanga Canyon Blvd and Kittridge St	25	1963	86	139	11	12	96	1305	63	140	23	79
41	Woodlake Ave and Victory Blvd	68	250	31	202	848	36	88	83	227	25	963	170
42	Fallbrook Ave and Victory Blvd	276	1205	61	436	773	104	321	1105	301	43	1106	285
43	Shoup Ave and Victory Blvd	218	1444	134	98	941	136	116	722	92	108	1044	172
44	Westfield Way (Pvt) and Victory Blvd	84	5	72	221	1876	91	98	4	181	28	1629	100
45	Owensmouth Ave and Victory Blvd	201	1296	184	210	1656	116	245	658	229	116	1442	258
46	Variel Ave and Victory Blvd	321	0	560	0	2628	298	0	0	0	133	1772	0
47	Mason Ave and Victory Blvd	168	248	90	711	2391	190	148	182	379	37	1414	182
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	356	1300	0	4	0	272	0	1024	4	0	0	0
49	Shoup Ave and Erwin St	22	1435	151	5	7	10	148	845	8	243	12	400
50	Shoup Ave and Oxnard St	90	1196	169	86	1312	78	159	809	40	84	793	222
51	Owensmouth Ave and Oxnard St	215	451	84	142	730	139	47	386	108	75	608	100
52	Shoup Ave and Burbank Blvd	95	1286	68	99	227	48	104	769	87	39	259	69
53	Shoup Ave and Ventura Blvd	50	498	182	131	1048	50	503	162	238	148	1430	819
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1736	1013	677	0	0	0	0	0	1047	89
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp)	0	2403	0	0	0	586	0	1716	0	0	0	742
56	Topanga Canyon Blvd and Ventura Blvd	189	1558	383	732	1000	128	324	1080	97	241	712	443
57	Canoga Ave and Ventura Blvd	184	328	54	566	1141	171	293	432	390	94	1067	246

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) UNADJUSTED PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
58	De Soto Ave/Serrania Ave and Ventura Blvd	50	217	114	285	1224	64	634	252	268	80	1129	597
59	Topanga Canyon Blvd and Martinez St	6	1738	1	51	7	8	11	1386	14	17	16	5
60	Canoga Ave and Rocketdyne Dwy (Pvt)	83	1990	1	122	0	46	18	1001	72	13	0	17
61	De Soto Ave and Kittridge St	108	1835	118	75	63	107	92	1061	80	90	32	115
62	Topanga Canyon Blvd and Village Dwy	0	2236	13	0	0	0	1	1816	0	30	0	2
63	Canoga Ave and Trillium Dwy (Pvt)	0	2133	185	0	0	0	93	1424	0	262	0	73
64	De Soto Ave and Warner Center Lane (Pvt)/S	32	2060	62	21	0	118	52	1839	63	5	24	54
65	Canoga Ave and Warner Ranch Rd (Pvt)	16	1672	51	0	0	9	80	1971	14	32	0	223
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dw	86	1585	83	170	41	112	173	1873	67	53	6	110
67	Owensmouth Ave and Promenade Dwy (Pvt)	45	782	22	71	33	64	15	524	82	55	8	27
68	Owensmouth Ave and West Valley Way (Pvt)	16	1316	0	267	0	53	0	800	25	0	0	0
69	Canoga Ave and Busway	0	1974	18	0	0	0	0	1251	0	20	0	2
70	AMC Dwy and Oxnard St	194	0	3	321	970	95	3	0	194	1	1350	3
71	Eton Ave and Vanowen St	52	0	73	2	1872	322	4	1	10	53	1240	0
72	Independence Ave and Vanowen St	4	0	79	31	1805	64	23	2	20	126	1208	51
73	Variel Ave and Kittridge St	22	19	45	46	111	86	13	76	23	36	32	23
74	Variel Ave and Oxnard St	31	265	207	189	761	70	265	99	136	46	300	122
75	Variel Ave and Califa St	9	28	5	271	114	2	126	5	75	1	54	83
76	Warner Center Lane and Burbank Blvd	0	0	0	45	882	0	58	0	159	0	428	14
77	De Soto Ave and Clark St	0	1599	156	0	0	0	74	2405	0	0	0	38
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	17	557	0	228	0	214	0	569	29
79	Owensmouth Ave and Marylee St	30	372	20	41	4	37	10	725	39	4	0	14
80	Topanga Canyon Blvd and Marylee St	0	2168	44	0	0	0	79	1734	0	17	0	74
81	Topanga Canyon Blvd and Calvert St	187	1785	182	0	0	86	144	1530	114	0	0	471
82	Topanga Canyon Blvd and Bassett St	112	2021	0	161	0	58	0	1324	103	0	0	0
83	Randi Ave and Victory Blvd	68	34	53	46	1084	75	3	9	64	51	1230	7
84	Glade Ave and Erwin St	96	64	79	23	245	38	47	32	62	46	644	31
85	Randi Ave/Nevada Ave and Erwin St	18	24	49	24	277	26	22	24	16	62	667	124
86	Topanga Canyon Blvd and Clarendon St	48	2512	52	401	61	64	289	1264	192	49	24	309
87	Jordan Ave and Sherman Way	38	105	91	55	1331	20	134	28	70	66	1042	109
88	Remmet Ave and Sherman Way	77	108	155	33	1185	63	16	24	37	92	1060	22
89	Variel Ave and Sherman Way	71	95	60	79	1612	28	131	53	23	65	1128	80
90	Owensmouth Ave and Gault St	47	761	64	11	28	54	42	513	27	34	27	54
91	Owensmouth Ave and Hart St	113	887	37	28	29	113	21	560	45	41	42	21
92	De Soto Ave and Hart St	39	1936	67	31	12	52	55	1420	37	34	6	39
93	Mason Ave and Vanowen St	49	719	48	231	1506	60	99	719	141	48	1027	58
94	Don Pio Dr and Ventura Blvd	23	26	104	101	1372	66	161	52	88	75	1503	137
95	Owensmouth Ave and Saticoy St	24	474	34	68	1344	14	120	302	52	69	935	55
96	Canoga Ave and Saticoy St	107	1189	258	161	1294	62	140	1036	157	164	842	203
97	Variel Ave and Saticoy St	60	60	70	88	1456	41	45	53	68	41	1009	25
98	De Soto Ave and Saticoy St	163	1510	216	149	1369	124	95	1185	171	106	717	44
99	Shoup Ave and Valerio St	81	1133	67	27	11	65	25	640	31	23	13	19
100	Topanga Canyon Blvd and Valerio St	39	1739	38	61	37	42	72	1391	25	44	49	58
101	Canoga Ave and Valerio St	30	1377	39	83	131	25	74	1215	15	62	71	57
102	Lurline Ave and Sherman Way	16	6	42	77	1800	27	63	18	42	59	1239	63
103	Mason Ave and Sherman Way	40	934	121	130	1905	30	288	756	81	164	1226	213
104	Owensmouth Ave and Wyandotte St	39	507	43	25	54	61	31	348	18	21	38	26
105	Sale Ave and Vanowen St	14	10	43	30	906	41	7	5	29	38	869	18
106	Winnetka Ave and Vanowen St	99	1285	152	96	1293	68	137	889	63	169	896	117
107	Sale Ave and Victory Blvd	19	15	41	35	1155	12	22	1	39	17	1331	33
108	Winnetka Ave and Victory Blvd	211	1109	145	258	1993	159	195	760	156	146	1270	139
109	Winnetka Ave and Busway	0	1530	0	0	17	0	0	1062	0	0	118	0
110	Fallbrook Ave and Oxnard St	37	1510	94	32	81	36	146	1068	13	170	175	213
111	Winnetka Ave and Calvert St	168	1297	0	84	0	116	0	1030	118	40	24	22
112	Winnetka Ave and Oxnard St	58	1387	30	107	165	50	91	1047	118	50	263	121
113	Fallbrook Ave and Burbank Blvd	58	1387	30	107	165	50	91	1047	118	50	263	121
114	Winnetka Ave and Hatteras St	15	1416	95	13	4	10	69	985	10	27	5	17

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) UNADJUSTED PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
115	Winnetka Ave and Clark St	95	1524	0	62	0	192	0	1189	34	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	206	818	0	0	0	0	0	811	388	233	3	612
117	Winnetka Ave and 101 Ventura Fwy EB	0	767	317	346	1	177	335	688	0	0	0	0
118	Winnetka Ave and Ventura Blvd	105	408	71	323	1525	116	342	368	231	69	962	301
119	Sale Ave and Ventura Blvd	35	6	54	38	1159	8	56	2	31	26	2085	50
120	Topanga Canyon Blvd and Mullholland Dr	244	864	12	516	90	181	22	604	619	19	53	42
121	Fallbrook Ave and Ventura Blvd	53	750	166	134	465	42	432	228	437	234	1041	573
122	Woodlake Ave/101 Ventura Fwy WB and Ven	29	153	92	50	441	28	102	105	41	649	610	106
123	Tampa Ave and Ventura Blvd	40	117	38	187	1522	57	539	153	237	24	991	360
124	Tampa Ave and 101 Ventura Fwy EB	0	666	0	672	0	178	0	766	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	296	847	0	0	0	0	0	547	316	291	0	540
126	Vanalden Ave/101 Ventura Fwy EB and Vent	118	180	107	550	1520	116	0	0	0	96	1370	88
127	Topham St/Busway and Victory Blvd	334	17	8	0	1934	358	0	18	0	0	1285	0
128	Corbin Ave and Victory Blvd	56	853	158	124	1761	44	116	506	115	104	1220	265
129	Tampa Ave and Victory Blvd	169	1057	144	83	1565	87	203	804	133	132	1404	181
130	Burbank Blvd and Ventura Blvd	84	63	39	193	1228	67	39	72	273	64	1212	46
131	Reseda Blvd and Burbank Blvd	76	1065	322	106	476	78	614	968	164	110	379	355
132	Reseda Blvd and 101 Ventura Fwy EB	0	1460	0	491	0	433	0	1571	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	553	1280	0	0	0	0	0	962	189	607	1	421
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	959	939	0	0	0	0	806	0
135	Canoga Ave and Nordhoff St	37	632	351	10	579	52	225	566	9	254	611	221
136	De Soto Ave and Nordhoff St	85	1692	145	273	1151	123	98	1295	315	123	836	205
137	Topanga Canyon Blvd and Parthenia St	0	1851	507	0	0	9	318	1708	24	269	23	317
138	Canoga Ave and Parthenia St	36	955	322	39	676	52	169	645	51	196	559	98
139	De Soto Ave and Parthenia St	52	1614	139	190	866	48	182	1440	131	150	690	186
140	Fallbrook Ave and Roscoe Blvd	159	109	487	36	735	140	171	257	37	568	731	60
141	Shoup Ave and Roscoe Blvd	172	171	418	19	1203	76	16	135	29	330	1143	15
142	Canoga Ave and Roscoe Blvd	72	1199	236	80	1137	178	98	1029	67	186	841	83
143	De Soto Ave and Roscoe Blvd	138	1530	75	365	1241	19	185	1356	158	47	960	116
144	Mason Ave and Roscoe Blvd	103	937	94	164	1302	121	157	1044	106	97	1026	121
145	Winnetka Ave and Roscoe Blvd	167	1009	156	127	1228	114	184	1030	120	160	1013	142
146	Fallbrook Ave and Saticoy St	162	717	138	58	376	90	114	827	50	154	453	54
147	Shoup Ave and Saticoy St	183	741	225	29	516	75	49	495	40	168	511	43
148	Mason Ave and Saticoy St	87	1016	153	126	1334	73	169	805	136	126	967	144
149	Winnetka Ave and Saticoy St	139	1094	125	141	1299	113	148	963	172	103	948	131
150	Fallbrook Av and Sherman Way	187	956	197	176	771	320	54	971	161	193	606	83
151	Winnetka Ave and Sherman Way	72	1249	133	185	1661	79	324	900	123	111	1150	263
152	Woodlake Ave and Burbank Blvd	85	164	70	18	236	38	20	105	37	66	289	32

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 PM COUNTS									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1,465	961	1915	834	1882	968	1340	985
2	Canoga Ave and Vanowen St	1139	986	1777	1004	1644	1154	1075	1033
3	De Soto Ave and Vanowen St	1180	1084	1637	1566	1767	1536	1066	1098
4	Topanga Canyon Blvd and Victory Blvd	1392	1344	2053	1112	1894	1399	1481	1127
5	Canoga Ave and Victory Blvd	1112	1440	1906	1489	1725	1667	1212	1343
6	De Soto Ave and Victory Blvd	1060	1343	1611	2252	1647	2242	1126	1251
7	Topanga Canyon Blvd and Erwin St	1441	698	2071	339	2026	398	1525	600
8	Owensmouth Ave and Erwin St	811	454	845	495	938	509	559	599
9	Canoga Ave and Erwin St	1303	407	1931	519	1917	338	1388	517
10	Variel Ave and Erwin St	381	276	401	529	556	424	273	334
11	De Soto Ave and Erwin St	1268	29	1875	439	1940	58	1329	284
12	Topanga Canyon Blvd and Oxnard St	1473	1037	2109	740	2029	731	1689	910
13	Canoga Ave and Oxnard St	1393	484	1927	802	1895	675	1453	583
14	De Soto Ave and Oxnard St	1345	240	1913	832	1861	605	1382	482
15	Topanga Canyon Blvd and Califa St	1741	140	2169	0	2238	91	1721	0
16	Owensmouth Ave and Califa St	586	446	443	175	625	220	686	119
17	Canoga Ave and Califa St	1511	287	1900	527	1892	249	1804	280
18	De Soto Ave and Califa St	1515	0	2098	223	2027	0	1695	114
19	101 Ventura Fwy WB and Burbank Blvd	0	1660	0	380	0	338	1193	509
20	Topanga Canyon Blvd and Burbank Blvd	1605	1327	2640	370	2142	512	1656	1632
21	Owensmouth Ave and Burbank Blvd	629	833	304	648	440	671	145	1158
22	Canoga Ave and Burbank Blvd	1434	911	1623	607	1649	430	1560	936
23	De Soto Ave and Burbank Blvd (N)	1817	0	1329	1075	1859	0	2139	223
24	Canoga Ave and 101 Ventura Fwy WB	1676	919	808	0	1501	0	1902	0
25	De Soto Ave 101 Ventura Fwy WB	1948	730	1203	0	1446	0	1633	802
26	Canoga Ave and 101 Ventura Fwy EB	1921	0	1107	0	802	1211	1015	0
27	De Soto Ave and 101 Ventura Fwy EB	1593	0	953	721	1224	1074	969	0
28	Topanga Canyon Blvd and Nordhoff St	1639	641	1770	144	1868	306	1848	172
29	Topanga Canyon Blvd and Roscoe Blvd	2225	1239	1300	1582	1572	1276	1644	1854
30	Topanga Canyon Blvd and Satcoy St	1493	1336	2114	1290	2066	1491	1356	1320
31	Shoup Ave and Sherman Way	922	640	1487	1472	1504	1357	839	821
32	Topanga Canyon Blvd and Sherman Way	1401	1408	2067	1537	2019	1545	1566	1283
33	Owensmouth Ave and Sherman Way	408	1156	612	1206	502	1276	458	1146
34	Canoga Ave and Sherman Way	1062	1519	1677	1607	1658	1569	1132	1506
35	De Soto Ave and Sherman Way	1169	1256	1974	1974	1887	2034	1223	1229
36	Fallbrook Ave and Vanowen St	1281	887	1366	937	1407	879	1223	962
37	Shoup Ave and Vanowen St	798	832	1607	947	1647	849	817	871
38	Owensmouth Ave and Vanowen St	626	1067	1025	1287	837	1472	637	1059
39	Variel Ave and Vanowen St	29	1068	198	1587	29	1646	74	1133
40	Topanga Canyon Blvd and Kittridge St	1399	203	1763	115	1829	161	1408	82
41	Woodlake Ave and Victory Blvd	105	1057	274	869	209	935	134	1027
42	Fallbrook Ave and Victory Blvd	1296	1244	1422	1078	1401	1045	1200	1394
43	Shoup Ave and Victory Blvd	882	1110	1626	1033	1584	1022	901	1144
44	Westfield Way (Pvt) and Victory Blvd	277	1498	142	1328	295	1314	102	1534
45	Owensmouth Ave and Victory Blvd	900	1423	1298	1253	1160	1479	700	1535
46	Variel Ave and Victory Blvd	0	1306	656	1987	0	2251	296	1402
47	Mason Ave and Victory Blvd	537	1505	422	2667	897	2310	341	1583
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	700	0	1130	207	925	0	806	306
49	Shoup Ave and Erwin St	927	495	1412	19	1667	209	941	36
50	Shoup Ave and Oxnard St	870	915	1321	1411	1334	1510	821	852
51	Owensmouth Ave and Oxnard St	507	652	653	541	598	643	425	687
52	Shoup Ave and Burbank Blvd	791	347	1244	341	1322	338	683	380
53	Shoup Ave and Ventura Blvd	747	2015	676	1130	1232	1443	288	1605
54	101 Ventura Fwy EB and Ventura Blvd	0	1326	1050	1469	614	1977	0	1254
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	1705	607	2008	515	2615	0	2220	0
56	Topanga Canyon Blvd and Ventura Blvd	1200	1207	1877	1652	2266	1497	1199	974
57	Canoga Ave and Ventura Blvd	975	1357	541	1682	1091	1304	609	1551
58	De Soto Ave/Serrania Ave and Ventura Blvd	988	1531	312	1357	912	1493	342	1441
59	Topanga Canyon Blvd and Martinez St	1191	28	1460	50	1493	16	1190	30
60	Canoga Ave and Rocketdyne Dwy (Pvt)	941	25	1668	54	1711	16	956	5
61	De Soto Ave and Kittridge St	1037	83	1675	206	1649	114	1101	137
62	Topanga Canyon Blvd and Village Dwy	1398	23	1900	0	1906	12	1403	0
63	Canoga Ave and Trillium Dwy (Pvt)	1283	307	1875	0	1898	174	1393	0
64	De Soto Ave and Warner Center Lane (Pvt)/Serrani	1661	16	2066	82	2046	67	1677	35
65	Canoga Ave and Warner Ranch Rd (Pvt)	1781	203	1503	7	1654	75	1740	25
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	2018	145	1486	269	1540	246	1999	133
67	Owensmouth Ave and Promenade Dwy (Pvt)	603	49	785	108	788	5	630	122
68	Owensmouth Ave and West Valley Way (Pvt)	661	0	1015	264	1202	0	714	24
69	Canoga Ave and Busway	1042	19	1659	0	1646	15	1059	0
70	AMC Dwy and Oxnard St	134	851	134	601	270	541	80	829
71	Eton Ave and Vanowen St	13	1168	94	1817	2	1666	261	1163
72	Independence Ave and Vanowen St	37	1205	59	1644	68	1649	99	1129
73	Variel Ave and Kittridge St	53	82	40	115	78	141	25	46
74	Variel Ave and Oxnard St	313	427	384	883	337	1044	148	478
75	Variel Ave and Califa St	120	101	36	383	309	212	7	112
76	Warner Center Lane and Burbank Blvd	193	349	0	782	52	806	0	466

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 PM COUNTS									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	2009	18	1561	0	1518	74	1996	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	368	498	0	478	38	654	0	652
79	Owensmouth Ave and Marylee St	684	15	432	68	439	29	673	58
80	Topanga Canyon Blvd and Marylee St	1732	69	2165	0	2188	100	1678	0
81	Topanga Canyon Blvd and Calvert St	1616	117	2087	65	2004	139	1589	153
82	Topanga Canyon Blvd and Bassett St	1396	0	1968	134	1965	0	1383	150
83	Randi Ave and Victory Blvd	45	1139	81	1038	40	1004	112	1147
84	Glade Ave and Erwin St	121	579	127	217	68	296	71	609
85	Randi Ave/Nevada Ave and Erwin St	52	605	68	218	106	229	72	536
86	Topanga Canyon Blvd and Clarendon St	1454	318	2175	438	2683	335	1147	220
87	Jordan Ave and Sherman Way	144	1100	160	1292	144	1308	111	1133
88	Remmet Ave and Sherman Way	73	1123	178	1298	141	1351	95	1085
89	Variel Ave and Sherman Way	173	1151	158	1376	211	1385	146	1116
90	Owensmouth Ave and Gault St	457	104	630	92	622	94	480	87
91	Owensmouth Ave and Hart St	505	51	766	95	691	66	543	117
92	De Soto Ave and Hart St	1260	66	1682	92	1627	112	1282	79
93	Mason Ave and Vanowen St	783	1038	733	1477	916	1395	696	1024
94	Don Pio Dr and Ventura Blvd	251	1626	153	1333	219	1441	177	1526
95	Owensmouth Ave and Satcoy St	411	1006	484	1246	510	1323	351	963
96	Canoga Ave and Satcoy St	1228	1154	1422	1346	1463	1456	1156	1075
97	Variel Ave and Satcoy St	138	991	174	1311	144	1309	122	1039
98	De Soto Ave and Satcoy St	1262	912	1684	1495	1658	1557	1169	969
99	Shoup Ave and Valerio St	655	46	1164	86	1063	84	701	103
100	Topanga Canyon Blvd and Valerio St	1429	125	1742	126	1784	123	1424	91
101	Canoga Ave and Valerio St	1202	167	1311	203	1387	225	1177	94
102	Lurline Ave and Sherman Way	102	1163	53	1363	123	1373	86	1099
103	Mason Ave and Sherman Way	903	1097	961	1375	1069	1335	778	1154
104	Owensmouth Ave and Wyandotte St	366	52	521	84	513	38	391	81
105	Sale Ave and Vanowen St	34	809	56	848	48	831	70	798
106	Winnetka Ave and Vanowen St	1003	1037	1363	1235	1371	1263	967	1037
107	Sale Ave and Victory Blvd	53	1197	62	1074	61	1078	25	1222
108	Winnetka Ave and Victory Blvd	1054	1466	1350	2019	1369	1978	1035	1507
109	Winnetka Ave and Busway	1005	14	1349	14	1349	14	1005	14
110	Fallbrook Ave and Oxnard St	1168	477	1530	115	1662	258	1191	179
111	Winnetka Ave and Calvert St	999	65	1330	150	1288	0	998	258
112	Winnetka Ave and Oxnard St	974	109	1323	695	1363	509	965	264
113	Fallbrook Ave and Burbank Blvd	1178	383	1398	276	1499	258	1101	377
114	Winnetka Ave and Hatteras St	1003	43	1423	24	1390	51	1027	25
115	Winnetka Ave and Clark St	1123	0	1454	81	1413	0	1159	86
116	Winnetka Ave and 101 Ventura Fwy WB	1048	877	979	0	1392	0	1015	497
117	Winnetka Ave and 101 Ventura Fwy EB	993	0	898	539	1028	629	773	0
118	Winnetka Ave and Ventura Blvd	849	1311	459	1755	845	1788	477	1264
119	Sale Ave and Ventura Blvd	75	1800	79	1004	79	1057	31	1791
120	Topanga Canyon Blvd and Mullholland Dr	1188	95	991	788	1424	103	650	885
121	Fallbrook Ave and Ventura Blvd	1063	1736	758	587	1394	942	402	1406
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	221	1301	241	493	271	581	752	652
123	Tampa Ave and Ventura Blvd	791	1316	181	1571	554	1897	221	1187
124	Tampa Ave and 101 Ventura Fwy EB	640	0	555	706	1111	0	790	0
125	Tampa Ave and 101 Ventura Fwy WB	778	777	1043	0	1402	0	700	496
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	0	1436	353	1879	671	1406	183	1408
127	Topham St/Busway and Victory Blvd	15	1241	309	1943	14	1621	342	1531
128	Corbin Ave and Victory Blvd	640	1494	937	1615	1165	1756	469	1296
129	Tampa Ave and Victory Blvd	1073	1545	1317	1337	1291	1529	843	1609
130	Burbank Blvd and Ventura Blvd	385	1284	147	1303	229	1174	201	1515
131	Reseda Blvd and Burbank Blvd	1505	744	1457	617	1258	1328	1130	607
132	Reseda Blvd and 101 Ventura Fwy EB	1299	0	1205	770	1623	0	1651	0
133	Reseda Blvd and 101 Ventura Fwy WB	1216	893	1623	0	1681	0	1299	752
134	101 Ventura Fwy EB and Burbank Blvd	0	682	0	1579	0	790	789	682
135	Canoga Ave and Nordhoff St	736	961	950	644	811	1019	809	652
136	De Soto Ave and Nordhoff St	1689	963	1582	1406	1799	1287	1523	1031
137	Topanga Canyon Blvd and Parthenia St	1765	396	2178	8	1801	520	1987	39
138	Canoga Ave and Parthenia St	804	753	1253	614	963	1050	881	530
139	De Soto Ave and Parthenia St	1605	893	1547	973	1645	990	1556	827
140	Fallbrook Ave and Roscoe Blvd	458	1155	729	747	152	1241	798	898
141	Shoup Ave and Roscoe Blvd	143	1294	657	1212	197	1511	481	1117
142	Canoga Ave and Roscoe Blvd	1130	1062	1275	1238	1252	1338	1165	950
143	De Soto Ave and Roscoe Blvd	1348	1001	1624	1262	1665	1328	1179	1063
144	Mason Ave and Roscoe Blvd	1198	1131	1042	1409	1107	1336	1162	1175
145	Winnetka Ave and Roscoe Blvd	1286	1232	1188	1250	1193	1315	1265	1183
146	Fallbrook Ave and Satcoy St	873	645	977	490	787	541	1058	599
147	Shoup Ave and Satcoy St	546	675	1034	516	785	642	687	657
148	Mason Ave and Satcoy St	1053	1086	1119	1378	1172	1332	969	1163
149	Winnetka Ave and Satcoy St	1256	1060	1216	1254	1233	1302	1136	1115
150	Fallbrook Av and Sherman Way	1097	789	1220	1027	1125	966	1242	800
151	Winnetka Ave and Sherman Way	1131	1110	1306	1356	1380	1311	1064	1148
152	Woodlake Ave and Burbank Blvd	156	349	248	258	165	281	166	399

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 PM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1017	641	1604	633	1502	537	883	972
2	Canoga Ave and Vanowen St	601	663	1272	820	995	877	790	694
3	De Soto Ave and Vanowen St	797	522	1044	782	1131	763	645	606
4	Topanga Canyon Blvd and Victory Blvd	1050	792	1915	629	1665	767	1158	796
5	Canoga Ave and Victory Blvd	694	1536	1312	1157	1034	1625	939	1101
6	De Soto Ave and Victory Blvd	850	1734	1173	2253	1449	2163	788	1610
7	Topanga Canyon Blvd and Erwin St	1172	307	1962	330	1747	161	1235	629
8	Owensmouth Ave and Erwin St	375	564	506	480	616	469	345	496
9	Canoga Ave and Erwin St	1256	449	1616	479	1586	384	1341	489
10	Variel Ave and Erwin St	70	431	180	530	319	319	30	542
11	De Soto Ave and Erwin St	880	0	1258	383	1159	0	940	423
12	Topanga Canyon Blvd and Oxnard St	1198	715	1820	450	1918	396	1145	723
13	Canoga Ave and Oxnard St	1380	634	1772	413	1559	516	1619	506
14	De Soto Ave and Oxnard St	999	346	1371	452	1308	508	818	533
15	Topanga Canyon Blvd and Califa St	1155	544	1666	0	1807	249	1308	0
16	Owensmouth Ave and Califa St	495	512	523	321	374	320	711	446
17	Canoga Ave and Califa St	1447	368	1368	573	1386	200	1467	703
18	De Soto Ave and Califa St	815	0	969	477	1331	0	722	209
19	101 Ventura Fwy WB and Burbank Blvd	0	1275	0	464	0	464	781	494
20	Topanga Canyon Blvd and Burbank Blvd	1264	1150	2744	497	1653	918	1782	1301
21	Owensmouth Ave and Burbank Blvd	623	666	0	728	488	545	0	984
22	Canoga Ave and Burbank Blvd	1787	43	1199	510	1572	33	1253	681
23	De Soto Ave and Burbank Blvd (N)	765	0	1097	192	973	0	951	130
24	Canoga Ave and 101 Ventura Fwy WB	1475	606	604	0	1173	0	1512	0
25	De Soto Ave 101 Ventura Fwy WB	1094	580	769	0	960	0	1292	191
26	Canoga Ave and 101 Ventura Fwy EB	1512	0	606	0	604	806	708	0
27	De Soto Ave and 101 Ventura Fwy EB	1292	0	804	352	769	777	901	0
28	Topanga Canyon Blvd and Nordhoff St	1078	596	1878	1508	1336	760	1826	1138
29	Topanga Canyon Blvd and Roscoe Blvd	1561	965	1324	1344	1692	905	1216	1381
30	Topanga Canyon Blvd and Satcoy St	1136	904	1089	484	1333	759	874	648
31	Shoup Ave and Sherman Way	620	744	888	801	852	625	538	1039
32	Topanga Canyon Blvd and Sherman Way	916	755	1157	625	1171	702	835	744
33	Owensmouth Ave and Sherman Way	167	767	535	586	285	893	227	649
34	Canoga Ave and Sherman Way	456	976	1015	1120	653	1177	732	1005
35	De Soto Ave and Sherman Way	1009	1867	1059	1403	1272	2307	750	1011
36	Fallbrook Ave and Vanowen St	931	360	1095	365	1167	281	879	424
37	Shoup Ave and Vanowen St	538	663	672	281	888	399	507	360
38	Owensmouth Ave and Vanowen St	309	598	784	774	852	685	314	614
39	Variel Ave and Vanowen St	0	437	225	849	0	613	236	663
40	Topanga Canyon Blvd and Kittridge St	888	0	1523	70	1592	0	807	81
41	Woodlake Ave and Victory Blvd	25	811	267	387	56	539	235	660
42	Fallbrook Ave and Victory Blvd	512	949	973	765	642	641	912	1004
43	Shoup Ave and Victory Blvd	376	698	968	751	544	508	625	1117
44	Westfield Way (Pvt) and Victory Blvd	0	786	261	776	0	1016	8	800
45	Owensmouth Ave and Victory Blvd	667	946	700	1016	1003	973	567	786
46	Variel Ave and Victory Blvd	0	1492	733	1520	0	2111	296	1337
47	Mason Ave and Victory Blvd	1372	1484	0	2163	1730	1555	0	1734
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	314	74	1003	284	784	50	667	173
49	Shoup Ave and Erwin St	625	553	501	0	968	341	369	0
50	Shoup Ave and Oxnard St	448	301	706	335	613	162	626	390
51	Owensmouth Ave and Oxnard St	382	685	610	360	465	558	496	518
52	Shoup Ave and Burbank Blvd	487	176	1009	426	547	176	855	520
53	Shoup Ave and Ventura Blvd	855	1309	476	492	1009	902	486	736
54	101 Ventura Fwy EB and Ventura Blvd	0	727	556	904	592	852	0	742
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	1782	589	2214	0	2744	0	1842	0
56	Topanga Canyon Blvd and Ventura Blvd	1478	1272	1887	852	2158	903	1701	727
57	Canoga Ave and Ventura Blvd	708	776	362	518	606	501	468	789
58	De Soto Ave/Serrania Ave and Ventura Blvd	901	1936	478	1316	804	1896	542	1390
59	Topanga Canyon Blvd and Martinez St	1098	157	1359	0	1313	130	1171	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	790	115	1034	123	1272	28	694	69
61	De Soto Ave and Kittridge St	645	91	1449	173	1044	180	850	284
62	Topanga Canyon Blvd and Village Dwy	1158	304	1747	116	1915	174	1172	63
63	Canoga Ave and Trillium Dwy (Pvt)	939	280	1586	61	1312	191	1256	106
64	De Soto Ave and Warner Center Lane (Pvt)/Serrani	722	39	973	137	969	94	765	43
65	Canoga Ave and Warner Ranch Rd (Pvt)	1467	292	1572	46	1368	136	1787	87
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	951	69	961	524	1097	92	1099	216
67	Owensmouth Ave and Promenade Dwy (Pvt)	345	120	465	1	506	41	382	1
68	Owensmouth Ave and West Valley Way (Pvt)	567	55	616	39	700	61	375	141
69	Canoga Ave and Busway	694	0	1034	0	1034	0	694	0
70	AMC Dwy and Oxnard St	212	518	173	396	139	360	86	715
71	Eton Ave and Vanowen St	0	663	0	877	0	849	28	663
72	Independence Ave and Vanowen St	0	606	168	613	0	782	168	437
73	Variel Ave and Kittridge St	236	0	225	28	225	0	264	0
74	Variel Ave and Oxnard St	134	542	150	405	249	452	76	454
75	Variel Ave and Califa St	14	63	0	67	19	80	0	45
76	Warner Center Lane and Burbank Blvd	168	130	0	43	95	192	0	54

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 PM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	1099	11	960	0	961	15	1094	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	43	0	33	0	33	0	43
79	Owensmouth Ave and Marylee St	711	34	454	46	523	51	599	71
80	Topanga Canyon Blvd and Marylee St	1293	0	1653	9	1656	0	1264	36
81	Topanga Canyon Blvd and Calvert St	1235	105	1918	4	1962	52	1198	50
82	Topanga Canyon Blvd and Bassett St	1023	0	1502	2	1505	0	1017	5
83	Randi Ave and Victory Blvd	81	832	151	508	70	585	219	698
84	Glade Ave and Erwin St	100	629	0	284	76	330	0	607
85	Randi Ave/Nevada Ave and Erwin St	0	541	31	251	4	277	64	478
86	Topanga Canyon Blvd and Clarendon St	1478	0	2158	0	2158	0	1478	0
87	Jordan Ave and Sherman Way	39	649	127	698	122	586	52	753
88	Remmet Ave and Sherman Way	423	1005	102	886	459	1120	88	748
89	Variel Ave and Sherman Way	33	1011	136	1317	49	1403	9	1035
90	Owensmouth Ave and Gault St	227	5	535	4	535	3	228	5
91	Owensmouth Ave and Hart St	228	13	648	10	535	35	234	95
92	De Soto Ave and Hart St	750	46	1131	0	1059	71	797	0
93	Mason Ave and Vanowen St	789	977	1618	623	1012	1134	1437	424
94	Don Pio Dr and Ventura Blvd	0	789	482	903	0	518	385	1272
95	Owensmouth Ave and Satcoy St	365	738	243	714	428	718	165	749
96	Canoga Ave and Satcoy St	695	1208	771	781	903	1258	632	662
97	Variel Ave and Satcoy St	0	935	63	1128	0	1037	90	998
98	De Soto Ave and Satcoy St	1306	670	1417	1037	1424	917	1155	935
99	Shoup Ave and Valerio St	562	420	852	0	891	323	620	0
100	Topanga Canyon Blvd and Valerio St	874	0	1089	0	1089	0	856	18
101	Canoga Ave and Valerio St	632	142	824	141	771	195	581	194
102	Lurline Ave and Sherman Way	252	2200	0	2307	332	2559	0	1867
103	Mason Ave and Sherman Way	1012	2351	1137	2559	1518	2552	789	2200
104	Owensmouth Ave and Wyandotte St	165	65	285	81	243	123	167	63
105	Sale Ave and Vanowen St	0	360	0	281	0	281	0	360
106	Winnetka Ave and Vanowen St	728	644	1081	1003	1019	907	577	955
107	Sale Ave and Victory Blvd	353	1117	0	641	411	751	0	949
108	Winnetka Ave and Victory Blvd	577	1684	1215	1743	1030	1583	1039	1566
109	Winnetka Ave and Busway	577	0	1030	57	1081	0	577	4
110	Fallbrook Ave and Oxnard St	912	443	749	128	973	400	594	265
111	Winnetka Ave and Calvert St	1039	10	1330	159	1215	78	1116	129
112	Winnetka Ave and Oxnard St	1116	292	1051	534	1330	358	892	411
113	Fallbrook Ave and Burbank Blvd	594	613	895	544	749	495	528	873
114	Winnetka Ave and Hatteras St	892	45	1176	0	1051	125	938	0
115	Winnetka Ave and Clark St	938	0	1290	96	1176	0	1022	126
116	Winnetka Ave and 101 Ventura Fwy WB	1022	618	940	0	1290	0	998	292
117	Winnetka Ave and 101 Ventura Fwy EB	998	0	949	482	940	659	830	0
118	Winnetka Ave and Ventura Blvd	830	1455	610	1758	949	1545	820	1339
119	Sale Ave and Ventura Blvd	0	736	0	492	0	492	0	736
120	Topanga Canyon Blvd and Mullholland Dr	874	76	1109	798	1789	133	852	83
121	Fallbrook Ave and Ventura Blvd	681	736	1150	208	1049	492	446	789
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	168	789	430	363	250	208	813	479
123	Tampa Ave and Ventura Blvd	1029	1444	156	1383	423	2047	224	1318
124	Tampa Ave and 101 Ventura Fwy EB	671	0	423	702	767	0	1029	0
125	Tampa Ave and 101 Ventura Fwy WB	832	806	767	0	1103	0	671	631
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	0	1471	278	2047	984	1187	180	1444
127	Topham St/Busway and Victory Blvd	0	1028	655	1583	0	969	614	1684
128	Corbin Ave and Victory Blvd	1048	1145	1528	969	1283	1168	1211	1028
129	Tampa Ave and Victory Blvd	473	1575	624	1272	528	1513	595	1307
130	Burbank Blvd and Ventura Blvd	385	977	1361	1522	565	793	739	2148
131	Reseda Blvd and Burbank Blvd	821	942	1125	565	509	1615	942	385
132	Reseda Blvd and 101 Ventura Fwy EB	663	0	509	588	941	0	821	0
133	Reseda Blvd and 101 Ventura Fwy WB	892	631	941	0	1309	0	663	492
134	101 Ventura Fwy EB and Burbank Blvd	0	942	0	1615	0	924	691	942
135	Canoga Ave and Nordhoff St	272	1420	801	680	432	1348	769	625
136	De Soto Ave and Nordhoff St	1603	862	851	1348	1738	700	806	1420
137	Topanga Canyon Blvd and Parthenia St	1986	737	1957	0	2062	646	1972	0
138	Canoga Ave and Parthenia St	769	858	806	1245	801	872	688	1316
139	De Soto Ave and Parthenia St	1334	591	1301	543	1281	690	1261	537
140	Fallbrook Ave and Roscoe Blvd	381	1052	758	487	367	810	744	757
141	Shoup Ave and Roscoe Blvd	378	1349	553	810	482	1143	415	1052
142	Canoga Ave and Roscoe Blvd	843	1257	963	906	988	1271	744	966
143	De Soto Ave and Roscoe Blvd	1273	1002	1440	1271	1393	1097	1238	1257
144	Mason Ave and Roscoe Blvd	1217	1045	1222	1097	1333	1075	1171	1002
145	Winnetka Ave and Roscoe Blvd	971	1137	1110	1075	959	1140	1148	1045
146	Fallbrook Ave and Satcoy St	858	561	1209	217	899	459	1125	364
147	Shoup Ave and Satcoy St	307	810	891	622	464	760	562	844
148	Mason Ave and Satcoy St	987	918	1299	1105	1295	1134	1017	862
149	Winnetka Ave and Satcoy St	832	1164	1240	1068	902	1366	1032	1006
150	Fallbrook Av and Sherman Way	871	1039	1167	751	940	801	931	1155
151	Winnetka Ave and Sherman Way	1057	2484	1100	2412	1323	2468	911	2351
152	Woodlake Ave and Burbank Blvd	353	873	480	358	403	544	461	657

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT PM UNADJUSTED MODEL VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	982	672	1732	673	1510	572	946	1031
2	Canoga Ave and Vanowen St	573	986	1397	761	1210	955	769	782
3	De Soto Ave and Vanowen St	815	562	1166	1114	1348	1018	669	623
4	Topanga Canyon Blvd and Victory Blvd	927	918	1938	643	1689	768	1145	825
5	Canoga Ave and Victory Blvd	664	1730	1354	1327	1126	1768	940	1241
6	De Soto Ave and Victory Blvd	963	1776	1233	2525	1504	2480	811	1703
7	Topanga Canyon Blvd and Erwin St	1160	402	1996	311	1811	169	1208	681
8	Owensmouth Ave and Erwin St	297	664	570	616	579	485	424	659
9	Canoga Ave and Erwin St	1338	648	1468	524	1619	567	1249	543
10	Variel Ave and Erwin St	217	457	257	624	331	519	121	584
11	De Soto Ave and Erwin St	942	0	1244	618	1245	0	1060	500
12	Topanga Canyon Blvd and Oxnard St	1151	725	1946	492	1986	373	1175	780
13	Canoga Ave and Oxnard St	1415	692	1756	482	1496	634	1670	545
14	De Soto Ave and Oxnard St	1130	339	1247	574	1291	499	993	506
15	Topanga Canyon Blvd and Califa St	1175	590	1732	0	1944	329	1224	0
16	Owensmouth Ave and Califa St	509	546	740	345	523	351	695	571
17	Canoga Ave and Califa St	1605	323	1380	622	1646	175	1393	715
18	De Soto Ave and Califa St	996	0	877	402	1197	0	909	169
19	101 Ventura Fwy WB and Burbank Blvd	0	1294	0	469	0	469	789	504
20	Topanga Canyon Blvd and Burbank Blvd	1134	1321	2713	501	1610	948	1789	1322
21	Owensmouth Ave and Burbank Blvd	596	864	0	704	463	728	0	973
22	Canoga Ave and Burbank Blvd	1751	38	1326	571	1568	52	1442	625
23	De Soto Ave and Burbank Blvd (N)	926	0	850	268	932	0	954	157
24	Canoga Ave and 101 Ventura Fwy WB	1523	594	545	0	1089	0	1574	0
25	De Soto Ave 101 Ventura Fwy WB	1185	583	690	0	892	0	1400	166
26	Canoga Ave and 101 Ventura Fwy EB	1574	0	585	0	545	838	775	0
27	De Soto Ave and 101 Ventura Fwy EB	1400	0	840	233	690	754	1029	0
28	Topanga Canyon Blvd and Nordhoff St	2628	600	1878	0	2478	779	1849	0
29	Topanga Canyon Blvd and Roscoe Blvd	1574	1127	1274	1494	1748	1170	1127	1425
30	Topanga Canyon Blvd and Satcoy St	1152	1008	1093	607	1363	890	884	723
31	Shoup Ave and Sherman Way	650	839	920	887	941	697	558	1099
32	Topanga Canyon Blvd and Sherman Way	912	809	1159	697	1157	741	841	839
33	Owensmouth Ave and Sherman Way	174	824	602	684	312	1008	197	767
34	Canoga Ave and Sherman Way	469	1067	1150	1171	699	1410	770	979
35	De Soto Ave and Sherman Way	966	1969	1111	1684	1287	2697	671	1074
36	Fallbrook Ave and Vanowen St	919	451	1188	413	1255	320	916	479
37	Shoup Ave and Vanowen St	558	755	712	320	920	468	507	451
38	Owensmouth Ave and Vanowen St	281	748	1019	659	925	712	394	675
39	Variel Ave and Vanowen St	0	459	407	911	0	748	235	794
40	Topanga Canyon Blvd and Kittridge St	939	0	1625	114	1740	0	840	98
41	Woodlake Ave and Victory Blvd	277	857	287	180	463	560	241	337
42	Fallbrook Ave and Victory Blvd	924	1000	1033	376	1130	672	898	635
43	Shoup Ave and Victory Blvd	370	772	1061	775	577	563	659	1179
44	Westfield Way (Pvt) and Victory Blvd	3	913	0	1120	2	1110	0	924
45	Owensmouth Ave and Victory Blvd	552	1021	817	1110	1126	865	596	913
46	Variel Ave and Victory Blvd	0	1564	726	1733	0	2207	258	1558
47	Mason Ave and Victory Blvd	1497	1459	0	2480	1852	1808	0	1776
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	394	0	1195	90	1019	0	592	68
49	Shoup Ave and Erwin St	659	552	608	0	1061	337	421	0
50	Shoup Ave and Oxnard St	484	357	775	312	699	214	628	388
51	Owensmouth Ave and Oxnard St	363	692	668	429	413	556	568	615
52	Shoup Ave and Burbank Blvd	516	188	1113	435	616	199	885	551
53	Shoup Ave and Ventura Blvd	885	1324	539	570	1113	844	551	810
54	101 Ventura Fwy EB and Ventura Blvd	0	731	528	852	472	896	0	743
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	1789	574	2184	0	2713	0	1835	0
56	Topanga Canyon Blvd and Ventura Blvd	1661	1332	1933	896	2135	1056	1900	731
57	Canoga Ave and Ventura Blvd	775	814	349	673	585	658	518	851
58	De Soto Ave/Serrania Ave and Ventura Blvd	1029	2008	530	1469	840	2160	606	1430
59	Topanga Canyon Blvd and Martinez St	1184	0	1464	0	1260	0	1388	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	769	0	1291	107	1397	0	717	53
61	De Soto Ave and Kittridge St	669	95	1504	448	1166	321	963	265
62	Topanga Canyon Blvd and Village Dwy	1145	0	2166	61	1938	0	1358	76
63	Canoga Ave and Trillium Dwy (Pvt)	940	201	1619	215	1354	130	1338	153
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	909	28	932	137	877	120	926	83
65	Canoga Ave and Warner Ranch Rd (Pvt)	1393	219	1568	152	1380	97	1751	104
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	954	73	774	108	850	104	951	3
67	Owensmouth Ave and Promenade Dwy (Pvt)	424	164	413	6	570	67	363	6
68	Owensmouth Ave and West Valley Way (Pvt)	596	241	579	16	817	132	297	187
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	615	58	716	0	429	34	925
71	Eton Ave and Vanowen St	0	794	191	955	0	911	43	986
72	Independence Ave and Vanowen St	0	623	366	748	0	1114	163	459
73	Variel Ave and Kittridge St	235	0	611	43	407	12	279	191
74	Variel Ave and Oxnard St	175	536	109	531	228	575	55	494
75	Variel Ave and Califa St	41	41	0	43	31	53	0	41
76	Warner Center Lane and Burbank Blvd	91	157	0	191	20	268	0	152

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT PM UNADJUSTED MODEL VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	1226	9	892	0	888	53	1185	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	695	129	378	278	740	78	454	208
80	Topanga Canyon Blvd and Marylee St	1224	155	1634	0	1732	87	1193	0
81	Topanga Canyon Blvd and Calvert St	1208	156	1986	14	1996	72	1151	145
82	Topanga Canyon Blvd and Bassett St	1040	0	1510	32	1543	0	982	57
83	Randi Ave and Victory Blvd	98	868	173	563	114	602	214	772
84	Glade Ave and Erwin St	5	621	68	282	88	297	10	581
85	Randi Ave/Nevada Ave and Erwin St	0	581	41	244	19	282	90	474
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	98	860	152	741	218	781	44	809
88	Remmet Ave and Sherman Way	104	832	259	1008	224	1027	128	824
89	Variel Ave and Sherman Way	3	1074	180	1507	3	1684	2	1075
90	Owensmouth Ave and Gault St	197	8	606	2	602	2	197	12
91	Owensmouth Ave and Hart St	197	31	736	15	606	1	212	160
92	De Soto Ave and Hart St	815	0	1348	0	1346	0	815	1
93	Mason Ave and Vanowen St	721	990	1704	875	1079	1325	1425	459
94	Don Pio Dr and Ventura Blvd	0	851	481	1056	0	673	383	1332
95	Owensmouth Ave and Satcoy St	406	811	260	855	492	865	184	791
96	Canoga Ave and Satcoy St	715	1289	850	857	959	1419	649	684
97	Variel Ave and Satcoy St	0	1023	90	1349	0	1240	109	1113
98	De Soto Ave and Satcoy St	1277	659	1406	1240	1421	1014	1125	1023
99	Shoup Ave and Valerio St	567	408	941	0	945	323	650	0
100	Topanga Canyon Blvd and Valerio St	884	0	1065	27	1093	0	843	41
101	Canoga Ave and Valerio St	649	111	889	114	850	153	591	169
102	Lurline Ave and Sherman Way	248	2312	0	2697	342	2945	0	1969
103	Mason Ave and Sherman Way	755	2697	1213	2945	1174	3403	721	2312
104	Owensmouth Ave and Wyandotte St	184	93	312	110	260	175	174	90
105	Sale Ave and Vanowen St	0	451	0	320	0	320	0	451
106	Winnetka Ave and Vanowen St	768	690	1183	1152	1098	1154	608	933
107	Sale Ave and Victory Blvd	349	1179	0	672	425	775	0	1000
108	Winnetka Ave and Victory Blvd	580	1643	1284	2098	1084	1812	1141	1568
109	Winnetka Ave and Busway	608	0	1084	102	1183	0	580	31
110	Fallbrook Ave and Oxnard St	898	469	806	133	1033	391	605	278
111	Winnetka Ave and Calvert St	1141	0	1284	0	1284	0	1141	0
112	Winnetka Ave and Oxnard St	1141	264	1078	589	1284	419	920	449
113	Fallbrook Ave and Burbank Blvd	605	632	954	559	806	505	542	896
114	Winnetka Ave and Hatteras St	920	51	1274	0	1078	196	971	0
115	Winnetka Ave and Clark St	971	0	1350	137	1274	0	1052	133
116	Winnetka Ave and 101 Ventura Fwy WB	1052	628	1043	0	1350	0	1086	286
117	Winnetka Ave and 101 Ventura Fwy EB	1086	0	1006	480	1043	652	878	0
118	Winnetka Ave and Ventura Blvd	878	1477	729	1841	1006	1677	934	1308
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mullholland Dr	961	103	1030	849	1768	105	965	105
121	Fallbrook Ave and Ventura Blvd	695	810	1344	218	1114	570	554	828
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	180	828	397	376	264	218	809	491
123	Tampa Ave and Ventura Blvd	996	1495	172	1537	434	2196	244	1325
124	Tampa Ave and 101 Ventura Fwy EB	635	0	434	696	769	0	996	0
125	Tampa Ave and 101 Ventura Fwy WB	851	758	769	0	1089	0	635	653
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	0	1509	313	2196	955	1354	214	1495
127	Topham St/Busway and Victory Blvd	0	1012	631	1812	0	1157	654	1643
128	Corbin Ave and Victory Blvd	1114	1179	1613	1157	1331	1371	1349	1012
129	Tampa Ave and Victory Blvd	504	1640	623	1509	535	1803	597	1341
130	Burbank Blvd and Ventura Blvd	404	1053	1308	1719	627	890	772	2196
131	Reseda Blvd and Burbank Blvd	798	939	1185	627	469	1697	978	404
132	Reseda Blvd and 101 Ventura Fwy EB	645	0	469	583	900	0	798	0
133	Reseda Blvd and 101 Ventura Fwy WB	935	627	900	0	1319	0	645	498
134	101 Ventura Fwy EB and Burbank Blvd	0	941	0	1697	0	1055	644	939
135	Canoga Ave and Nordhoff St	369	1444	920	714	477	1510	819	641
136	De Soto Ave and Nordhoff St	1593	864	763	1510	1699	794	792	1444
137	Topanga Canyon Blvd and Parthenia St	1849	993	2023	0	1878	1004	1982	0
138	Canoga Ave and Parthenia St	819	961	843	1438	920	1008	666	1466
139	De Soto Ave and Parthenia St	1341	686	1369	615	1232	881	1314	583
140	Fallbrook Ave and Roscoe Blvd	409	1103	822	659	417	976	772	829
141	Shoup Ave and Roscoe Blvd	399	1379	539	976	477	1265	448	1103
142	Canoga Ave and Roscoe Blvd	860	1344	839	1059	1072	1433	579	1013
143	De Soto Ave and Roscoe Blvd	1118	1048	1400	1586	1238	1244	1172	1497
144	Mason Ave and Roscoe Blvd	1297	1113	1312	1244	1423	1248	1246	1048
145	Winnetka Ave and Roscoe Blvd	996	1201	1191	1248	1027	1305	1189	1113
146	Fallbrook Ave and Satcoy St	883	640	1303	276	971	546	1150	435
147	Shoup Ave and Satcoy St	317	897	945	717	459	913	567	936
148	Mason Ave and Satcoy St	1013	1005	1385	1229	1382	1334	1034	883
149	Winnetka Ave and Satcoy St	853	1230	1335	1255	972	1566	1045	1090
150	Fallbrook Av and Sherman Way	882	1099	1255	865	1017	887	919	1279
151	Winnetka Ave and Sherman Way	847	2803	1189	2813	1158	3174	896	2424
152	Woodlake Ave and Burbank Blvd	369	896	534	340	419	559	511	652

APPENDIX G.4 - VOLUME DEVELOPMENT

2008-2035 NO PROJECT PM MODEL GROWTH

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	-35	31	128	40	8	35	63	59
2	Canoga Ave and Vanowen St	-28	323	125	-59	215	78	-21	88
3	De Soto Ave and Vanowen St	18	40	122	332	217	255	24	17
4	Topanga Canyon Blvd and Victory Blvd	-123	126	23	14	24	1	-13	29
5	Canoga Ave and Victory Blvd	-30	194	42	170	92	143	1	140
6	De Soto Ave and Victory Blvd	113	42	60	272	55	317	23	93
7	Topanga Canyon Blvd and Erwin St	-12	95	34	-19	64	8	-27	52
8	Owensmouth Ave and Erwin St	-78	100	64	136	-37	16	79	163
9	Canoga Ave and Erwin St	82	199	-148	45	33	183	-92	54
10	Variel Ave and Erwin St	147	26	77	94	12	200	91	42
11	De Soto Ave and Erwin St	62	0	-14	235	86	0	120	77
12	Topanga Canyon Blvd and Oxnard St	-47	10	126	42	68	-23	30	57
13	Canoga Ave and Oxnard St	35	58	-16	69	-63	118	51	39
14	De Soto Ave and Oxnard St	131	-7	-124	122	-17	-9	175	-27
15	Topanga Canyon Blvd and Califa St	20	46	66	0	137	80	-84	0
16	Owensmouth Ave and Califa St	14	34	217	24	149	31	-16	125
17	Canoga Ave and Califa St	158	-45	12	49	260	-25	-74	12
18	De Soto Ave and Califa St	181	0	-92	-75	-134	0	187	-40
19	101 Ventura Fwy WB and Burbank Blvd	0	19	0	5	0	5	8	10
20	Topanga Canyon Blvd and Burbank Blvd	-130	171	-31	4	-43	30	7	21
21	Owensmouth Ave and Burbank Blvd	-27	198	0	-24	-25	183	0	-11
22	Canoga Ave and Burbank Blvd	-36	-5	127	61	-4	19	189	-56
23	De Soto Ave and Burbank Blvd (N)	161	0	-247	76	-41	0	3	27
24	Canoga Ave and 101 Ventura Fwy WB	48	-12	-59	0	-84	0	62	0
25	De Soto Ave 101 Ventura Fwy WB	91	3	-79	0	-68	0	108	-25
26	Canoga Ave and 101 Ventura Fwy EB	62	0	-21	0	-59	32	67	0
27	De Soto Ave and 101 Ventura Fwy EB	108	0	36	-119	-79	-23	128	0
28	Topanga Canyon Blvd and Nordhoff St	1550	4	0	-1508	1142	19	23	-1138
29	Topanga Canyon Blvd and Roscoe Blvd	13	162	-50	150	56	265	-89	44
30	Topanga Canyon Blvd and Satcoy St	16	104	4	123	30	131	10	75
31	Shoup Ave and Sherman Way	30	95	32	86	89	72	20	60
32	Topanga Canyon Blvd and Sherman Way	-4	54	2	72	-14	39	6	95
33	Owensmouth Ave and Sherman Way	7	57	67	98	27	115	-30	118
34	Canoga Ave and Sherman Way	13	91	135	51	46	233	38	-26
35	De Soto Ave and Sherman Way	-43	102	52	281	15	390	-79	63
36	Fallbrook Ave and Vanowen St	-12	91	93	48	88	39	37	55
37	Shoup Ave and Vanowen St	20	92	40	39	32	69	0	91
38	Owensmouth Ave and Vanowen St	-28	150	235	-115	73	27	80	61
39	Variel Ave and Vanowen St	0	22	182	62	0	135	-1	131
40	Topanga Canyon Blvd and Kittridge St	51	0	102	44	148	0	33	17
41	Woodlake Ave and Victory Blvd	252	46	20	-207	407	21	6	-323
42	Fallbrook Ave and Victory Blvd	412	51	60	-389	488	31	-14	-369
43	Shoup Ave and Victory Blvd	-6	74	93	24	33	55	34	62
44	Westfield Way (Pvt) and Victory Blvd	3	127	-261	344	2	94	-8	124
45	Owensmouth Ave and Victory Blvd	-115	75	117	94	123	-108	29	127
46	Variel Ave and Victory Blvd	0	72	-7	213	0	96	-38	221
47	Mason Ave and Victory Blvd	125	-25	0	317	122	253	0	42
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	80	-74	192	-194	235	-50	-75	-105
49	Shoup Ave and Erwin St	34	-1	107	0	93	-4	52	0
50	Shoup Ave and Oxnard St	36	56	69	-23	86	52	2	-2
51	Owensmouth Ave and Oxnard St	-19	7	58	69	-52	-2	72	97
52	Shoup Ave and Burbank Blvd	29	12	104	9	69	23	30	31
53	Shoup Ave and Ventura Blvd	30	15	63	78	104	-58	65	74
54	101 Ventura Fwy EB and Ventura Blvd	0	4	-28	-52	-120	44	0	1
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	7	-15	-30	0	-31	0	-7	0
56	Topanga Canyon Blvd and Ventura Blvd	183	60	46	44	-23	153	199	4
57	Canoga Ave and Ventura Blvd	67	38	-13	155	-21	157	50	62
58	De Soto Ave/Serrania Ave and Ventura Blvd	128	72	52	153	36	264	64	40
59	Topanga Canyon Blvd and Martinez St	86	-157	105	0	-53	-130	217	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	-21	-115	257	-16	125	-28	23	-16
61	De Soto Ave and Kittridge St	24	4	55	275	122	141	113	-19
62	Topanga Canyon Blvd and Village Dwy	-13	-304	419	-55	23	-174	186	13
63	Canoga Ave and Trillium Dwy (Pvt)	1	-79	33	154	42	-61	82	47
64	De Soto Ave and Warner Center Lane (Pvt)/Serrani	187	-11	-41	0	-92	26	161	40
65	Canoga Ave and Warner Ranch Rd (Pvt)	-74	-73	-4	106	12	-39	-36	17
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	3	4	-187	-416	-247	12	-148	-213
67	Owensmouth Ave and Promenade Dwy (Pvt)	79	44	-52	5	64	26	-19	5
68	Owensmouth Ave and West Valley Way (Pvt)	29	186	-37	-23	117	71	-78	46
69	Canoga Ave and Busway	-694	0	-1034	0	-1034	0	-694	0
70	AMC Dwy and Oxnard St	-212	97	-115	320	-139	69	-52	210
71	Eton Ave and Vanowen St	0	131	191	78	0	62	15	323
72	Independence Ave and Vanowen St	0	17	198	135	0	332	-5	22
73	Variel Ave and Kittridge St	-1	0	386	15	182	12	15	191
74	Variel Ave and Oxnard St	41	-6	-41	126	-21	123	-21	40
75	Variel Ave and Califa St	27	-22	0	-24	12	-27	0	-4
76	Warner Center Lane and Burbank Blvd	-77	27	0	148	-75	76	0	98

APPENDIX G.4 - VOLUME DEVELOPMENT

2008-2035 NO PROJECT PM MODEL GROWTH

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	127	-2	-68	0	-73	38	91	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	-43	0	-33	0	-33	0	-43
79	Owensmouth Ave and Marylee St	-16	95	-76	232	217	27	-145	137
80	Topanga Canyon Blvd and Marylee St	-69	155	-19	-9	76	87	-71	-36
81	Topanga Canyon Blvd and Calvert St	-27	51	68	10	34	20	-47	95
82	Topanga Canyon Blvd and Bassett St	17	0	8	30	38	0	-35	52
83	Randi Ave and Victory Blvd	17	36	22	55	44	17	-5	74
84	Glade Ave and Erwin St	-95	-8	68	-2	12	-33	10	-26
85	Randi Ave/Nevada Ave and Erwin St	0	40	10	-7	15	5	26	-4
86	Topanga Canyon Blvd and Clarendon St	-1478	0	-2158	0	-2158	0	-1478	0
87	Jordan Ave and Sherman Way	59	211	25	43	96	195	-8	56
88	Remmet Ave and Sherman Way	-319	-173	157	122	-235	-93	40	76
89	Varlei Ave and Sherman Way	-30	63	44	190	-46	281	-7	40
90	Owensmouth Ave and Gault St	-30	3	71	-2	67	-1	-31	7
91	Owensmouth Ave and Hart St	-31	18	88	5	71	-34	-22	65
92	De Soto Ave and Hart St	65	-46	217	0	287	-71	18	1
93	Mason Ave and Vanowen St	-68	13	86	252	67	191	-12	35
94	Don Pio Dr and Ventura Blvd	0	62	-1	153	0	155	-2	60
95	Owensmouth Ave and Satcoy St	41	73	17	141	64	147	19	42
96	Canoga Ave and Satcoy St	20	81	79	76	56	161	17	22
97	Varlei Ave and Satcoy St	0	88	27	221	0	203	19	115
98	De Soto Ave and Satcoy St	-29	-11	-11	203	-3	97	-30	88
99	Shoup Ave and Valerio St	5	-12	89	0	54	0	30	0
100	Topanga Canyon Blvd and Valerio St	10	0	-24	27	4	0	-13	23
101	Canoga Ave and Valerio St	17	-31	65	-27	79	-42	10	-25
102	Lurline Ave and Sherman Way	-4	112	0	390	10	386	0	102
103	Mason Ave and Sherman Way	-257	346	76	386	-344	851	-68	112
104	Owensmouth Ave and Wyandotte St	19	28	27	29	17	52	7	27
105	Sale Ave and Vanowen St	0	91	0	39	0	39	0	91
106	Winnetka Ave and Vanowen St	40	46	102	149	79	247	31	-22
107	Sale Ave and Victory Blvd	-4	62	0	31	14	24	0	51
108	Winnetka Ave and Victory Blvd	3	-41	69	355	54	229	102	2
109	Winnetka Ave and Busway	31	0	54	45	102	0	3	27
110	Fallbrook Ave and Oxnard St	-14	26	57	5	60	-9	11	13
111	Winnetka Ave and Calvert St	102	-10	-46	-159	69	-78	25	-129
112	Winnetka Ave and Oxnard St	25	-28	27	55	-46	61	28	38
113	Fallbrook Ave and Burbank Blvd	11	19	59	15	57	10	14	23
114	Winnetka Ave and Hatteras St	28	6	98	0	27	71	33	0
115	Winnetka Ave and Clark St	33	0	60	41	98	0	30	7
116	Winnetka Ave and 101 Ventura Fwy WB	30	10	103	0	60	0	88	-6
117	Winnetka Ave and 101 Ventura Fwy EB	88	0	57	-2	103	-7	48	0
118	Winnetka Ave and Ventura Blvd	48	22	119	83	57	132	114	-31
119	Sale Ave and Ventura Blvd	0	-736	0	-492	0	-492	0	-736
120	Topanga Canyon Blvd and Mullholland Dr	87	27	-79	51	-21	-28	113	22
121	Fallbrook Ave and Ventura Blvd	14	74	194	10	65	78	108	39
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	12	39	-33	13	14	10	-4	12
123	Tampa Ave and Ventura Blvd	-33	51	16	154	11	149	20	7
124	Tampa Ave and 101 Ventura Fwy EB	-36	0	11	-6	2	0	-33	0
125	Tampa Ave and 101 Ventura Fwy WB	19	-48	2	0	-14	0	-36	22
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	0	38	35	149	-29	167	34	51
127	Topham St/Busway and Victory Blvd	0	-16	-24	229	0	188	40	-41
128	Corbin Ave and Victory Blvd	66	34	85	188	48	203	138	-16
129	Tampa Ave and Victory Blvd	31	65	-1	237	7	290	2	34
130	Burbank Blvd and Ventura Blvd	19	76	-53	197	62	97	33	48
131	Reseda Blvd and Burbank Blvd	-23	-3	60	62	-40	82	36	19
132	Reseda Blvd and 101 Ventura Fwy EB	-18	0	-40	-5	-41	0	-23	0
133	Reseda Blvd and 101 Ventura Fwy WB	43	-4	-41	0	10	0	-18	6
134	101 Ventura Fwy EB and Burbank Blvd	0	-1	0	82	0	131	-47	-3
135	Canoga Ave and Nordhoff St	97	24	119	34	45	162	50	16
136	De Soto Ave and Nordhoff St	-10	2	-88	162	-39	94	-14	24
137	Topanga Canyon Blvd and Parthenia St	-137	256	66	0	-184	358	10	0
138	Canoga Ave and Parthenia St	50	103	37	193	119	136	-22	150
139	De Soto Ave and Parthenia St	7	95	68	72	-49	191	53	46
140	Fallbrook Ave and Roscoe Blvd	28	51	64	172	50	166	28	72
141	Shoup Ave and Roscoe Blvd	21	30	-14	166	-5	122	33	51
142	Canoga Ave and Roscoe Blvd	17	87	-124	153	84	162	-165	47
143	De Soto Ave and Roscoe Blvd	-155	46	-40	315	-155	147	-66	240
144	Mason Ave and Roscoe Blvd	80	68	90	147	90	173	75	46
145	Winnetka Ave and Roscoe Blvd	25	64	81	173	68	165	41	68
146	Fallbrook Ave and Satcoy St	25	79	94	59	72	87	25	71
147	Shoup Ave and Satcoy St	10	87	54	95	-5	153	5	92
148	Mason Ave and Satcoy St	26	87	86	124	87	200	17	21
149	Winnetka Ave and Satcoy St	21	66	95	187	70	200	13	84
150	Fallbrook Av and Sherman Way	11	60	88	114	77	86	-12	124
151	Winnetka Ave and Sherman Way	-210	319	89	401	-165	706	-15	73
152	Woodlake Ave and Burbank Blvd	16	23	54	-18	16	15	50	-5

APPENDIX G.4 - VOLUME DEVELOPMENT

ADJUSTED 2035 NO PROJECT PM (EXISTING COUNTS + MODEL GROWTH)									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1583	992	2043	874	1890	1003	1403	1044
2	Canoga Ave and Vanowen St	1231	1309	1902	1085	1859	1232	1162	1121
3	De Soto Ave and Vanowen St	1198	1124	1759	1898	1984	1791	1090	1115
4	Topanga Canyon Blvd and Victory Blvd	1504	1470	2076	1126	1918	1400	1600	1156
5	Canoga Ave and Victory Blvd	1202	1634	1948	1659	1817	1810	1213	1483
6	De Soto Ave and Victory Blvd	1173	1385	1671	2524	1702	2559	1149	1344
7	Topanga Canyon Blvd and Erwin St	1557	793	2105	366	2090	406	1648	652
8	Owensmouth Ave and Erwin St	876	554	909	631	1014	525	638	762
9	Canoga Ave and Erwin St	1385	606	2087	564	1950	521	1500	571
10	Variel Ave and Erwin St	528	302	478	623	568	624	364	376
11	De Soto Ave and Erwin St	1330	31	2026	674	2026	63	1449	361
12	Topanga Canyon Blvd and Oxnard St	1592	1047	2235	782	2097	790	1719	967
13	Canoga Ave and Oxnard St	1428	542	2082	871	2048	793	1504	622
14	De Soto Ave and Oxnard St	1476	259	2067	954	2011	654	1557	521
15	Topanga Canyon Blvd and Califa St	1761	186	2235	0	2375	171	1860	0
16	Owensmouth Ave and Califa St	600	480	660	199	774	251	741	244
17	Canoga Ave and Califa St	1669	310	1912	576	2152	269	1950	292
18	De Soto Ave and Califa St	1696	0	2267	241	2191	0	1882	123
19	101 Ventura Fwy WB and Burbank Blvd	0	1679	0	385	0	343	1201	519
20	Topanga Canyon Blvd and Burbank Blvd	1734	1498	2853	374	2315	542	1663	1653
21	Owensmouth Ave and Burbank Blvd	680	1031	329	700	475	854	157	1251
22	Canoga Ave and Burbank Blvd	1550	984	1750	668	1782	449	1749	1012
23	De Soto Ave and Burbank Blvd (N)	1978	0	1436	1151	2009	0	2142	250
24	Canoga Ave and 101 Ventura Fwy WB	1724	993	873	0	1622	0	1964	0
25	De Soto Ave 101 Ventura Fwy WB	2039	733	1300	0	1563	0	1741	867
26	Canoga Ave and 101 Ventura Fwy EB	1983	0	1196	0	867	1243	1082	0
27	De Soto Ave and 101 Ventura Fwy EB	1701	0	989	779	1323	1161	1097	0
28	Topanga Canyon Blvd and Nordhoff St	3189	645	1913	156	3010	325	1871	186
29	Topanga Canyon Blvd and Roscoe Blvd	2238	1401	1405	1732	1628	1541	1777	1898
30	Topanga Canyon Blvd and Saticoy St	1509	1440	2118	1413	2096	1622	1366	1395
31	Shoup Ave and Sherman Way	952	735	1519	1558	1593	1429	859	881
32	Topanga Canyon Blvd and Sherman Way	1514	1462	2069	1609	2182	1584	1572	1378
33	Owensmouth Ave and Sherman Way	415	1213	679	1304	529	1391	495	1264
34	Canoga Ave and Sherman Way	1075	1610	1812	1658	1704	1802	1170	1627
35	De Soto Ave and Sherman Way	1263	1358	2026	2255	1902	2424	1322	1292
36	Fallbrook Ave and Vanowen St	1384	978	1459	985	1495	918	1260	1017
37	Shoup Ave and Vanowen St	818	924	1647	986	1679	918	883	962
38	Owensmouth Ave and Vanowen St	677	1217	1260	1391	910	1499	717	1120
39	Variel Ave and Vanowen St	31	1090	380	1649	31	1781	80	1264
40	Topanga Canyon Blvd and Kittridge St	1450	219	1865	159	1977	174	1441	99
41	Woodlake Ave and Victory Blvd	357	1103	294	939	616	956	140	1110
42	Fallbrook Ave and Victory Blvd	1708	1295	1482	1165	1889	1076	1297	1506
43	Shoup Ave and Victory Blvd	953	1184	1719	1057	1617	1077	935	1206
44	Westfield Way (Pvt) and Victory Blvd	280	1625	153	1672	297	1408	110	1658
45	Owensmouth Ave and Victory Blvd	973	1498	1415	1347	1283	1598	729	1662
46	Variel Ave and Victory Blvd	0	1378	709	2200	0	2347	320	1623
47	Mason Ave and Victory Blvd	662	1626	456	2984	1019	2563	369	1625
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	780	0	1322	224	1160	0	871	331
49	Shoup Ave and Erwin St	961	535	1519	21	1760	226	993	39
50	Shoup Ave and Oxnard St	906	971	1390	1525	1420	1562	823	921
51	Owensmouth Ave and Oxnard St	548	659	711	610	646	695	497	784
52	Shoup Ave and Burbank Blvd	820	359	1348	350	1391	361	713	411
53	Shoup Ave and Ventura Blvd	777	2030	739	1208	1336	1559	353	1679
54	101 Ventura Fwy EB and Ventura Blvd	0	1330	1135	1588	664	2021	0	1255
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	1712	656	2170	557	2826	0	2399	0
56	Topanga Canyon Blvd and Ventura Blvd	1383	1267	1923	1696	2449	1650	1398	978
57	Canoga Ave and Ventura Blvd	1042	1395	585	1837	1179	1461	659	1613
58	De Soto Ave/Serrania Ave and Ventura Blvd	1116	1603	364	1510	948	1757	406	1481
59	Topanga Canyon Blvd and Martinez St	1277	30	1565	54	1613	17	1407	32
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1017	27	1925	58	1836	17	979	5
61	De Soto Ave and Kittridge St	1061	87	1730	481	1771	255	1214	148
62	Topanga Canyon Blvd and Village Dwy	1511	25	2319	0	1929	13	1589	13
63	Canoga Ave and Trillium Dwy (Pvt)	1284	332	1908	154	1940	188	1475	47
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	1848	17	2233	89	2211	93	1838	75
65	Canoga Ave and Warner Ranch Rd (Pvt)	1925	219	1624	113	1666	81	1880	42
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	2021	149	1606	291	1664	258	2160	144
67	Owensmouth Ave and Promenade Dwy (Pvt)	682	93	848	113	852	31	681	127
68	Owensmouth Ave and West Valley Way (Pvt)	690	186	1097	285	1319	71	772	70
69	Canoga Ave and Busway	1126	21	1793	0	1779	16	1144	0
70	AMC Dwy and Oxnard St	145	948	145	921	292	610	86	1039
71	Eton Ave and Vanowen St	14	1299	285	1895	2	1728	276	1486
72	Independence Ave and Vanowen St	40	1222	257	1779	73	1981	107	1151
73	Variel Ave and Kittridge St	57	89	426	130	260	153	40	237
74	Variel Ave and Oxnard St	354	461	415	1009	364	1167	160	518
75	Variel Ave and Califa St	147	109	39	414	321	229	8	121
76	Warner Center Lane and Burbank Blvd	209	376	0	930	56	882	0	564

APPENDIX G.4 - VOLUME DEVELOPMENT

ADJUSTED 2035 NO PROJECT PM (EXISTING COUNTS + MODEL GROWTH)									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	2136	19	1687	0	1640	112	2087	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	398	538	0	517	41	707	0	705
79	Owensmouth Ave and Marylee St	739	110	467	300	656	56	727	195
80	Topanga Canyon Blvd and Marylee St	1872	224	2340	0	2264	187	1813	0
81	Topanga Canyon Blvd and Calvert St	1746	168	2155	75	2038	159	1717	248
82	Topanga Canyon Blvd and Bassett St	1413	0	1976	164	2003	0	1495	202
83	Randi Ave and Victory Blvd	62	1175	103	1093	84	1021	121	1221
84	Glade Ave and Erwin St	131	626	195	235	80	320	81	658
85	Randi Ave/Nevada Ave and Erwin St	56	645	78	236	121	234	98	579
86	Topanga Canyon Blvd and Clarendon St	1571	344	2350	473	2899	362	1240	238
87	Jordan Ave and Sherman Way	203	1311	185	1335	240	1503	120	1189
88	Remmet Ave and Sherman Way	79	1214	335	1420	152	1460	135	1161
89	Variel Ave and Sherman Way	187	1214	202	1566	228	1666	158	1156
90	Owensmouth Ave and Gault St	494	107	701	99	689	102	519	94
91	Owensmouth Ave and Hart St	546	69	854	100	762	71	587	182
92	De Soto Ave and Hart St	1325	71	1899	99	1914	121	1300	80
93	Mason Ave and Vanowen St	846	1051	819	1729	983	1586	752	1059
94	Don Pio Dr and Ventura Blvd	271	1688	165	1486	237	1596	191	1586
95	Owensmouth Ave and Saticoy St	452	1079	501	1387	574	1470	370	1005
96	Canoga Ave and Saticoy St	1248	1235	1501	1422	1519	1617	1173	1097
97	Variel Ave and Saticoy St	149	1079	201	1532	156	1512	141	1154
98	De Soto Ave and Saticoy St	1364	986	1820	1698	1792	1654	1263	1057
99	Shoup Ave and Valerio St	660	50	1253	93	1117	91	731	111
100	Topanga Canyon Blvd and Valerio St	1439	135	1883	153	1788	133	1539	114
101	Canoga Ave and Valerio St	1219	180	1376	219	1466	243	1187	102
102	Lurline Ave and Sherman Way	110	1275	57	1753	133	1759	93	1201
103	Mason Ave and Sherman Way	976	1443	1037	1761	1155	2186	841	1266
104	Owensmouth Ave and Wyandotte St	385	80	548	113	530	90	398	108
105	Sale Ave and Vanowen St	37	900	61	887	52	870	76	889
106	Winnetka Ave and Vanowen St	1043	1083	1465	1384	1450	1510	998	1121
107	Sale Ave and Victory Blvd	57	1259	67	1105	75	1102	27	1273
108	Winnetka Ave and Victory Blvd	1057	1584	1419	2374	1423	2207	1137	1509
109	Winnetka Ave and Busway	1036	15	1403	59	1451	15	1008	41
110	Fallbrook Ave and Oxnard St	1262	503	1587	120	1722	279	1202	192
111	Winnetka Ave and Calvert St	1101	70	1437	162	1357	0	1023	279
112	Winnetka Ave and Oxnard St	999	118	1350	750	1473	570	993	302
113	Fallbrook Ave and Burbank Blvd	1189	402	1457	291	1556	268	1115	400
114	Winnetka Ave and Hatteras St	1031	49	1521	26	1417	122	1060	27
115	Winnetka Ave and Clark St	1156	0	1514	122	1511	0	1189	93
116	Winnetka Ave and 101 Ventura Fwy WB	1078	887	1082	0	1452	0	1103	537
117	Winnetka Ave and 101 Ventura Fwy EB	1081	0	955	582	1131	680	821	0
118	Winnetka Ave and Ventura Blvd	897	1333	578	1838	902	1920	591	1366
119	Sale Ave and Ventura Blvd	81	1945	85	1085	85	1142	34	1935
120	Topanga Canyon Blvd and Mullholland Dr	1275	122	1071	839	1539	111	763	907
121	Fallbrook Ave and Ventura Blvd	1077	1810	952	597	1459	1020	510	1445
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	233	1340	260	506	285	591	813	664
123	Tampa Ave and Ventura Blvd	855	1367	197	1725	565	2046	241	1194
124	Tampa Ave and 101 Ventura Fwy EB	692	0	566	763	1113	0	854	0
125	Tampa Ave and 101 Ventura Fwy WB	797	840	1045	0	1515	0	756	518
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	0	1474	388	2028	725	1573	217	1459
127	Topham St/Busway and Victory Blvd	16	1341	334	2172	15	1809	382	1655
128	Corbin Ave and Victory Blvd	706	1528	1022	1803	1213	1959	607	1401
129	Tampa Ave and Victory Blvd	1104	1610	1423	1574	1298	1819	845	1643
130	Burbank Blvd and Ventura Blvd	404	1360	159	1500	291	1271	234	1563
131	Reseda Blvd and Burbank Blvd	1626	804	1517	679	1359	1410	1166	626
132	Reseda Blvd and 101 Ventura Fwy EB	1404	0	1302	832	1754	0	1784	0
133	Reseda Blvd and 101 Ventura Fwy WB	1259	965	1754	0	1691	0	1404	758
134	101 Ventura Fwy EB and Burbank Blvd	0	737	0	1661	0	921	853	737
135	Canoga Ave and Nordhoff St	833	985	1069	678	856	1181	859	668
136	De Soto Ave and Nordhoff St	1825	965	1710	1568	1944	1381	1646	1055
137	Topanga Canyon Blvd and Parthenia St	1907	652	2244	9	1946	878	1997	42
138	Canoga Ave and Parthenia St	854	856	1290	807	1082	1186	952	680
139	De Soto Ave and Parthenia St	1612	988	1615	1045	1778	1181	1609	873
140	Fallbrook Ave and Roscoe Blvd	486	1206	793	919	202	1407	826	970
141	Shoup Ave and Roscoe Blvd	164	1324	710	1378	213	1633	514	1168
142	Canoga Ave and Roscoe Blvd	1147	1149	1378	1391	1336	1500	1259	997
143	De Soto Ave and Roscoe Blvd	1457	1047	1755	1577	1799	1475	1274	1303
144	Mason Ave and Roscoe Blvd	1278	1199	1132	1556	1197	1509	1237	1221
145	Winnetka Ave and Roscoe Blvd	1311	1296	1269	1423	1261	1480	1306	1251
146	Fallbrook Ave and Saticoy St	898	724	1071	549	859	628	1083	670
147	Shoup Ave and Saticoy St	556	762	1088	611	848	795	692	749
148	Mason Ave and Saticoy St	1079	1173	1205	1502	1259	1532	986	1184
149	Winnetka Ave and Saticoy St	1277	1126	1311	1441	1303	1502	1149	1199
150	Fallbrook Av and Sherman Way	1108	849	1308	1141	1202	1052	1342	924
151	Winnetka Ave and Sherman Way	1222	1429	1395	1757	1491	2017	1150	1221
152	Woodlake Ave and Burbank Blvd	172	372	302	279	181	296	216	431

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT PM FINAL FUTURE LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	2,043	1,403	1,583	1,890	874	1,044	992	1,003
2	Canoga Ave and Vanowen St	1,902	1,162	1,231	1,859	1,085	1,121	1,309	1,232
3	De Soto Ave and Vanowen St	1,759	1,090	1,198	1,984	1,898	1,115	1,124	1,791
4	Topanga Canyon Blvd and Victory Blvd	2,076	1,600	1,504	1,918	1,126	1,156	1,470	1,400
5	Canoga Ave and Victory Blvd	1,948	1,213	1,202	1,817	1,659	1,483	1,634	1,810
6	De Soto Ave and Victory Blvd	1,671	1,149	1,173	1,702	2,524	1,344	1,385	2,559
7	Topanga Canyon Blvd and Erwin St	2,105	1,648	1,557	2,090	366	652	793	406
8	Owensmouth Ave and Erwin St	909	638	876	1,014	631	762	554	525
9	Canoga Ave and Erwin St	2,087	1,500	1,385	1,950	564	571	606	521
10	Variel Ave and Erwin St	478	364	528	568	623	376	302	624
11	De Soto Ave and Erwin St	2,026	1,449	1,330	2,026	674	361	31	63
12	Topanga Canyon Blvd and Oxnard St	2,235	1,719	1,592	2,097	782	967	1,047	790
13	Canoga Ave and Oxnard St	2,082	1,504	1,428	2,048	871	622	542	793
14	De Soto Ave and Oxnard St	2,067	1,557	1,476	2,011	954	521	259	654
15	Topanga Canyon Blvd and Califa St	2,235	1,860	1,761	2,375	0	0	186	171
16	Owensmouth Ave and Califa St	660	741	600	774	199	244	480	251
17	Canoga Ave and Califa St	1,912	1,950	1,669	2,152	576	292	310	269
18	De Soto Ave and Califa St	2,267	1,882	1,696	2,191	241	123	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,201	0	0	385	519	1,679	343
20	Topanga Canyon Blvd and Burbank Blvd	2,853	1,663	1,734	2,315	374	1,653	1,498	542
21	Owensmouth Ave and Burbank Blvd	329	157	680	475	700	1,251	1,031	854
22	Canoga Ave and Burbank Blvd	1,750	1,749	1,550	1,782	668	1,012	984	449
23	De Soto Ave and Burbank Blvd (N)	1,436	2,142	1,978	2,009	1,151	250	0	0
24	Canoga Ave and 101 Ventura Fwy WB	873	1,964	1,724	1,622	0	0	993	0
25	De Soto Ave 101 Ventura Fwy WB	1,300	1,741	2,039	1,563	0	867	733	0
26	Canoga Ave and 101 Ventura Fwy EB	1,196	1,082	1,983	867	0	0	0	1,243
27	De Soto Ave and 101 Ventura Fwy EB	989	1,097	1,701	1,323	779	0	0	1,161
28	Topanga Canyon Blvd and Nordhoff St	1,913	1,871	3,189	3,010	156	186	645	325
29	Topanga Canyon Blvd and Roscoe Blvd	1,405	1,777	2,238	1,628	1,732	1,898	1,401	1,541
30	Topanga Canyon Blvd and Satcoy St	2,118	1,366	1,509	2,096	1,413	1,395	1,440	1,622
31	Shoup Ave and Sherman Way	1,519	859	952	1,593	1,558	881	735	1,429
32	Topanga Canyon Blvd and Sherman Way	2,069	1,572	1,514	2,182	1,609	1,378	1,462	1,584
33	Owensmouth Ave and Sherman Way	679	495	415	529	1,304	1,264	1,213	1,391
34	Canoga Ave and Sherman Way	1,812	1,170	1,075	1,704	1,658	1,627	1,610	1,802
35	De Soto Ave and Sherman Way	2,026	1,322	1,263	1,902	2,255	1,292	1,358	2,424
36	Fallbrook Ave and Vanowen St	1,459	1,260	1,384	1,495	985	1,017	978	918
37	Shoup Ave and Vanowen St	1,647	883	818	1,679	986	962	924	918
38	Owensmouth Ave and Vanowen St	1,260	717	677	910	1,391	1,120	1,217	1,499
39	Variel Ave and Vanowen St	380	80	31	31	1,649	1,264	1,090	1,781
40	Topanga Canyon Blvd and Kittridge St	1,865	1,441	1,450	1,977	159	99	219	174
41	Woodlake Ave and Victory Blvd	294	140	357	616	939	1,110	1,103	956
42	Fallbrook Ave and Victory Blvd	1,482	1,297	1,708	1,889	1,165	1,506	1,295	1,076
43	Shoup Ave and Victory Blvd	1,719	935	953	1,617	1,057	1,206	1,184	1,077
44	Westfield Way (Pvt) and Victory Blvd	153	110	280	297	1,672	1,658	1,625	1,408
45	Owensmouth Ave and Victory Blvd	1,415	729	973	1,283	1,347	1,662	1,498	1,598
46	Variel Ave and Victory Blvd	709	320	0	0	2,200	1,623	1,378	2,347
47	Mason Ave and Victory Blvd	456	369	662	1,019	2,984	1,625	1,626	2,563
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	1,322	871	780	1,160	224	331	0	0
49	Shoup Ave and Erwin St	1,519	993	961	1,760	21	39	535	226
50	Shoup Ave and Oxnard St	1,390	823	906	1,420	1,525	921	971	1,562
51	Owensmouth Ave and Oxnard St	711	497	548	646	610	784	659	695
52	Shoup Ave and Burbank Blvd	1,348	713	820	1,391	350	411	359	361
53	Shoup Ave and Ventura Blvd	739	353	777	1,336	1,208	1,679	2,030	1,559
54	101 Ventura Fwy EB and Ventura Blvd	1,135	0	0	664	1,588	1,255	1,330	2,021
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	2,170	2,399	1,712	2,826	557	0	656	0
56	Topanga Canyon Blvd and Ventura Blvd	1,923	1,398	1,383	2,449	1,696	978	1,267	1,650
57	Canoga Ave and Ventura Blvd	585	659	1,042	1,179	1,837	1,613	1,395	1,461
58	De Soto Ave/Serrania Ave and Ventura Blvd	364	406	1,116	948	1,510	1,481	1,603	1,757
59	Topanga Canyon Blvd and Martinez St	1,565	1,407	1,277	1,613	54	32	30	17
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1,925	979	1,017	1,836	58	5	27	17
61	De Soto Ave and Kittridge St	1,730	1,214	1,061	1,771	481	148	87	255
62	Topanga Canyon Blvd and Village Dwy	2,319	1,589	1,511	1,929	0	13	25	13
63	Canoga Ave and Trillium Dwy (Pvt)	1,908	1,475	1,284	1,940	154	47	332	188
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	2,233	1,838	1,848	2,211	89	75	17	93
65	Canoga Ave and Warner Ranch Rd (Pvt)	1,624	1,880	1,925	1,666	113	42	219	81
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1,606	2,160	2,021	1,664	291	144	149	258
67	Owensmouth Ave and Promenade Dwy (Pvt)	848	681	682	852	113	127	93	31
68	Owensmouth Ave and West Valley Way (Pvt)	1,097	772	690	1,319	285	70	186	71
69	Canoga Ave and Busway	1,793	1,144	1,126	1,779	0	0	21	16
70	AMC Dwy and Oxnard St	145	86	145	292	921	1,039	948	610
71	Eton Ave and Vanowen St	285	276	14	2	1,895	1,486	1,299	1,728
72	Independence Ave and Vanowen St	257	107	40	73	1,779	1,151	1,222	1,981
73	Variel Ave and Kittridge St	426	40	57	260	130	237	89	153
74	Variel Ave and Oxnard St	415	160	354	364	1,009	518	461	1,167
75	Variel Ave and Califa St	39	8	147	321	414	121	109	229
76	Warner Center Lane and Burbank Blvd	0	0	209	56	930	564	376	882

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT PM FINAL FUTURE LINK VOLUMES FOR POST PROCESSOR									
Int #	INTERSECTION	NB IN	NB OUT	SB IN	SB OUT	EB IN	EB OUT	WB IN	WB OUT
77	De Soto Ave and Clark St	1,687	2,087	2,136	1,640	0	0	19	112
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	398	41	517	705	538	707
79	Owensmouth Ave and Marylee St	467	727	739	656	300	195	110	56
80	Topanga Canyon Blvd and Marylee St	2,340	1,813	1,872	2,264	0	0	224	187
81	Topanga Canyon Blvd and Calvert St	2,155	1,717	1,746	2,038	75	248	168	159
82	Topanga Canyon Blvd and Bassett St	1,976	1,495	1,413	2,003	164	202	0	0
83	Randi Ave and Victory Blvd	103	121	62	84	1,093	1,221	1,175	1,021
84	Glade Ave and Erwin St	195	81	131	80	235	658	626	320
85	Randi Ave/Nevada Ave and Erwin St	78	98	56	121	236	579	645	234
86	Topanga Canyon Blvd and Clarendon St	2,350	1,240	1,571	2,899	473	238	344	362
87	Jordan Ave and Sherman Way	185	120	203	240	1,335	1,189	1,311	1,503
88	Remmet Ave and Sherman Way	335	135	79	152	1,420	1,161	1,214	1,460
89	Variel Ave and Sherman Way	202	158	187	228	1,566	1,156	1,214	1,666
90	Owensmouth Ave and Gault St	701	519	494	689	99	94	107	102
91	Owensmouth Ave and Hart St	854	587	546	762	100	182	69	71
92	De Soto Ave and Hart St	1,899	1,300	1,325	1,914	99	80	71	121
93	Mason Ave and Vanowen St	819	752	846	983	1,729	1,059	1,051	1,586
94	Don Pio Dr and Ventura Blvd	165	191	271	237	1,486	1,586	1,688	1,596
95	Owensmouth Ave and Satcoy St	501	370	452	574	1,387	1,005	1,079	1,470
96	Canoga Ave and Satcoy St	1,501	1,173	1,248	1,519	1,422	1,097	1,235	1,617
97	Variel Ave and Satcoy St	201	141	149	156	1,532	1,154	1,079	1,512
98	De Soto Ave and Satcoy St	1,820	1,263	1,364	1,792	1,698	1,057	986	1,654
99	Shoup Ave and Valerio St	1,253	731	660	1,117	93	111	50	91
100	Topanga Canyon Blvd and Valerio St	1,883	1,539	1,439	1,788	153	114	135	133
101	Canoga Ave and Valerio St	1,376	1,187	1,219	1,466	219	102	180	243
102	Lurline Ave and Sherman Way	57	93	110	133	1,753	1,201	1,275	1,759
103	Mason Ave and Sherman Way	1,037	841	976	1,155	1,761	1,266	1,443	2,186
104	Owensmouth Ave and Wyandotte St	548	398	385	530	113	108	80	90
105	Sale Ave and Vanowen St	61	76	37	52	887	889	900	870
106	Winnetka Ave and Vanowen St	1,465	998	1,043	1,450	1,384	1,121	1,083	1,510
107	Sale Ave and Victory Blvd	67	27	57	75	1,105	1,273	1,259	1,102
108	Winnetka Ave and Victory Blvd	1,419	1,137	1,057	1,423	2,374	1,509	1,584	2,207
109	Winnetka Ave and Busway	1,403	1,008	1,036	1,451	59	41	15	15
110	Fallbrook Ave and Oxnard St	1,587	1,202	1,262	1,722	120	192	503	279
111	Winnetka Ave and Calvert St	1,437	1,023	1,101	1,357	162	279	70	0
112	Winnetka Ave and Oxnard St	1,350	993	999	1,473	750	302	118	570
113	Fallbrook Ave and Burbank Blvd	1,457	1,115	1,189	1,556	291	400	402	268
114	Winnetka Ave and Hatteras St	1,521	1,060	1,031	1,417	26	27	49	122
115	Winnetka Ave and Clark St	1,514	1,189	1,156	1,511	122	93	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	1,082	1,103	1,078	1,452	0	537	887	0
117	Winnetka Ave and 101 Ventura Fwy EB	955	821	1,081	1,131	582	0	0	680
118	Winnetka Ave and Ventura Blvd	578	591	897	902	1,838	1,366	1,333	1,920
119	Sale Ave and Ventura Blvd	85	34	81	85	1,085	1,935	1,945	1,142
120	Topanga Canyon Blvd and Mullholland Dr	1,071	763	1,275	1,539	839	907	122	111
121	Fallbrook Ave and Ventura Blvd	952	510	1,077	1,459	597	1,445	1,810	1,020
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	260	813	233	285	506	664	1,340	591
123	Tampa Ave and Ventura Blvd	197	241	855	565	1,725	1,194	1,367	2,046
124	Tampa Ave and 101 Ventura Fwy EB	566	854	692	1,113	763	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	1,045	756	797	1,515	0	518	840	0
126	Vanalden Ave/101 Ventura Fwy EB and Ventura B	388	217	0	725	2,028	1,459	1,474	1,573
127	Topham St/Busway and Victory Blvd	334	382	16	15	2,172	1,655	1,341	1,809
128	Corbin Ave and Victory Blvd	1,022	607	706	1,213	1,803	1,401	1,528	1,959
129	Tampa Ave and Victory Blvd	1,423	845	1,104	1,298	1,574	1,643	1,610	1,819
130	Burbank Blvd and Ventura Blvd	159	234	404	291	1,500	1,563	1,360	1,271
131	Reseda Blvd and Burbank Blvd	1,517	1,166	1,626	1,359	679	626	804	1,410
132	Reseda Blvd and 101 Ventura Fwy EB	1,302	1,784	1,404	1,754	832	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	1,754	1,404	1,259	1,691	0	758	965	0
134	101 Ventura Fwy EB and Burbank Blvd	0	853	0	0	1,661	737	737	921
135	Canoga Ave and Nordhoff St	1,069	859	833	856	678	668	985	1,181
136	De Soto Ave and Nordhoff St	1,710	1,646	1,825	1,944	1,568	1,055	965	1,381
137	Topanga Canyon Blvd and Parthenia St	2,244	1,997	1,907	1,946	9	42	652	878
138	Canoga Ave and Parthenia St	1,290	952	854	1,082	807	680	856	1,186
139	De Soto Ave and Parthenia St	1,615	1,609	1,612	1,778	1,045	873	988	1,181
140	Fallbrook Ave and Roscoe Blvd	793	826	486	202	919	970	1,206	1,407
141	Shoup Ave and Roscoe Blvd	710	514	164	213	1,378	1,168	1,324	1,633
142	Canoga Ave and Roscoe Blvd	1,378	1,259	1,147	1,336	1,391	997	1,149	1,500
143	De Soto Ave and Roscoe Blvd	1,755	1,274	1,457	1,799	1,577	1,303	1,047	1,475
144	Mason Ave and Roscoe Blvd	1,132	1,237	1,278	1,197	1,556	1,221	1,199	1,509
145	Winnetka Ave and Roscoe Blvd	1,269	1,306	1,311	1,261	1,423	1,251	1,296	1,480
146	Fallbrook Ave and Satcoy St	1,071	1,083	898	859	549	670	724	628
147	Shoup Ave and Satcoy St	1,088	692	556	848	611	749	762	795
148	Mason Ave and Satcoy St	1,205	986	1,079	1,259	1,502	1,184	1,173	1,532
149	Winnetka Ave and Satcoy St	1,311	1,149	1,277	1,303	1,441	1,199	1,126	1,502
150	Fallbrook Av and Sherman Way	1,308	1,342	1,108	1,202	1,141	924	849	1,052
151	Winnetka Ave and Sherman Way	1,395	1,150	1,222	1,491	1,757	1,221	1,429	2,017
152	Woodlake Ave and Burbank Blvd	302	216	172	181	279	431	372	296

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT PM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	2,043	1,403	1,583	1,890	874	1,044	992	1,003
2	Canoga Ave and Vanowen St	1,902	1,162	1,231	1,859	1,085	1,121	1,309	1,232
3	De Soto Ave and Vanowen St	1,759	1,090	1,198	1,984	1,898	1,115	1,124	1,791
4	Topanga Canyon Blvd and Victory Blvd	2,076	1,600	1,504	1,918	1,126	1,156	1,470	1,400
5	Canoga Ave and Victory Blvd	1,948	1,213	1,202	1,817	1,659	1,483	1,634	1,810
6	De Soto Ave and Victory Blvd	1,671	1,149	1,173	1,702	2,524	1,344	1,385	2,559
7	Topanga Canyon Blvd and Erwin St	2,105	1,648	1,557	2,090	366	652	793	406
8	Owensmouth Ave and Erwin St	909	638	876	1,014	631	762	554	525
9	Canoga Ave and Erwin St	2,087	1,500	1,385	1,950	564	571	606	521
10	Variel Ave and Erwin St	478	364	528	568	623	376	302	624
11	De Soto Ave and Erwin St	2,026	1,449	1,330	2,026	674	361	31	63
12	Topanga Canyon Blvd and Oxnard St	2,235	1,719	1,592	2,097	782	967	1,047	790
13	Canoga Ave and Oxnard St	2,082	1,504	1,428	2,048	871	622	542	793
14	De Soto Ave and Oxnard St	2,067	1,557	1,476	2,011	954	521	259	654
15	Topanga Canyon Blvd and Califa St	2,235	1,860	1,761	2,375	0	0	186	171
16	Owensmouth Ave and Califa St	660	741	600	774	199	244	480	251
17	Canoga Ave and Califa St	1,912	1,950	1,669	2,152	576	292	310	269
18	De Soto Ave and Califa St	2,267	1,882	1,696	2,191	241	123	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,201	0	0	385	519	1,679	343
20	Topanga Canyon Blvd and Burbank Blvd	2,853	1,663	1,734	2,315	374	1,653	1,498	542
21	Owensmouth Ave and Burbank Blvd	329	157	680	475	700	1,251	1,031	854
22	Canoga Ave and Burbank Blvd	1,750	1,749	1,550	1,782	668	1,012	984	449
23	De Soto Ave and Burbank Blvd (N)	1,436	2,142	1,978	2,009	1,151	250	0	0
24	Canoga Ave and 101 Ventura Fwy WB	873	1,964	1,724	1,622	0	0	993	0
25	De Soto Ave 101 Ventura Fwy WB	1,300	1,741	2,039	1,563	0	867	733	0
26	Canoga Ave and 101 Ventura Fwy EB	1,196	1,082	1,983	867	0	0	0	1,243
27	De Soto Ave and 101 Ventura Fwy EB	989	1,097	1,701	1,323	779	0	0	1,161
28	Topanga Canyon Blvd and Nordhoff St	1,913	1,871	3,189	3,010	156	186	645	325
29	Topanga Canyon Blvd and Roscoe Blvd	1,405	1,777	2,238	1,628	1,732	1,898	1,401	1,541
30	Topanga Canyon Blvd and Saticoy St	2,118	1,366	1,509	2,096	1,413	1,395	1,440	1,622
31	Shoup Ave and Sherman Way	1,519	859	952	1,593	1,558	881	735	1,429
32	Topanga Canyon Blvd and Sherman Way	2,069	1,572	1,514	2,182	1,609	1,378	1,462	1,584
33	Owensmouth Ave and Sherman Way	679	495	415	529	1,304	1,264	1,213	1,391
34	Canoga Ave and Sherman Way	1,812	1,170	1,075	1,704	1,658	1,627	1,610	1,802
35	De Soto Ave and Sherman Way	2,026	1,322	1,263	1,902	2,255	1,292	1,358	2,424
36	Fallbrook Ave and Vanowen St	2,061	1,420	1,509	2,053	182	205	91	39
37	Shoup Ave and Vanowen St	1,647	883	818	1,679	986	962	924	918
38	Owensmouth Ave and Vanowen St	1,260	717	677	910	1,391	1,120	1,217	1,499
39	Variel Ave and Vanowen St	380	80	31	31	1,649	1,264	1,090	1,781
40	Topanga Canyon Blvd and Kittridge St	1,865	1,441	1,450	1,977	159	99	219	174
41	Woodlake Ave and Victory Blvd	294	140	357	616	939	1,110	1,103	956
42	Fallbrook Ave and Victory Blvd	1,482	1,297	1,708	1,889	1,165	1,506	1,295	1,076
43	Shoup Ave and Victory Blvd	1,719	935	953	1,617	1,057	1,206	1,184	1,077
44	Westfield Way (Pvt) and Victory Blvd	153	110	280	297	1,672	1,658	1,625	1,408
45	Owensmouth Ave and Victory Blvd	1,415	729	973	1,283	1,347	1,662	1,498	1,598
46	Variel Ave and Victory Blvd	709	320	0	0	2,200	1,623	1,378	2,347
47	Mason Ave and Victory Blvd	456	369	662	1,019	2,984	1,625	1,626	2,563
48	Owensmouth Ave and Canyon Creek Dr (P	1,322	871	780	1,160	224	331	0	0
49	Shoup Ave and Erwin St	1,519	993	961	1,760	21	39	535	226
50	Shoup Ave and Oxnard St	1,390	823	906	1,420	1,525	921	971	1,562
51	Owensmouth Ave and Oxnard St	711	497	548	646	610	784	659	695
52	Shoup Ave and Burbank Blvd	1,348	713	820	1,391	350	411	359	361
53	Shoup Ave and Ventura Blvd	739	353	777	1,336	1,208	1,679	2,030	1,559
54	101 Ventura Fwy EB and Ventura Blvd	1,605	25	0	995	1,875	1,033	1,100	2,384
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ra	2,170	2,399	1,712	2,826	557	0	656	0
56	Topanga Canyon Blvd and Ventura Blvd	1,923	1,398	1,383	2,449	1,696	978	1,267	1,650
57	Canoga Ave and Ventura Blvd	585	659	1,042	1,179	1,837	1,613	1,395	1,461
58	De Soto Ave/Serrania Ave and Ventura Blvd	364	406	1,116	948	1,510	1,481	1,603	1,757
59	Topanga Canyon Blvd and Martinez St	1,565	1,407	1,277	1,613	54	32	30	17
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1,925	979	1,017	1,836	58	5	27	17
61	De Soto Ave and Kittridge St	1,730	1,214	1,061	1,771	481	148	87	255
62	Topanga Canyon Blvd and Village Dwy	2,319	1,589	1,511	1,929	0	13	25	13

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT PM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
63	Canoga Ave and Trillium Dwy (Pvt)	1,908	1,475	1,284	1,940	154	47	332	188
64	De Soto Ave and Warner Center Lane (Pvt)	2,233	1,838	1,848	2,211	89	75	17	93
65	Canoga Ave and Warner Ranch Rd (Pvt)	1,624	1,880	1,925	1,666	113	42	219	81
66	De Soto Ave and Burbank Blvd (S)/Kaiser D	1,606	2,160	2,021	1,664	291	144	149	258
67	Owensmouth Ave and Promenade Dwy (Pv	848	681	682	852	113	127	93	31
68	Owensmouth Ave and West Valley Way (P)	1,097	772	690	1,319	285	70	186	71
69	Canoga Ave and Busway	1,793	1,144	1,126	1,779	0	0	21	16
70	AMC Dwy and Oxnard St	145	86	145	292	921	1,039	948	610
71	Eton Ave and Vanowen St	285	276	14	2	1,895	1,486	1,299	1,728
72	Independence Ave and Vanowen St	257	107	40	73	1,779	1,151	1,222	1,981
73	Variel Ave and Kittridge St	426	40	57	260	130	237	89	153
74	Variel Ave and Oxnard St	415	160	354	364	1,009	518	461	1,167
75	Variel Ave and Califa St	39	8	147	321	414	121	109	229
76	Warner Center Lane and Burbank Blvd	0	0	209	56	930	564	376	882
77	De Soto Ave and Clark St	1,687	2,087	2,136	1,640	0	0	19	112
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	398	41	517	705	538	707
79	Owensmouth Ave and Marylee St	467	727	739	656	300	195	110	56
80	Topanga Canyon Blvd and Marylee St	2,340	1,813	1,872	2,264	0	0	224	187
81	Topanga Canyon Blvd and Calvert St	2,155	1,717	1,746	2,038	75	248	168	159
82	Topanga Canyon Blvd and Bassett St	1,976	1,495	1,413	2,003	164	202	0	0
83	Randi Ave and Victory Blvd	103	121	62	84	1,093	1,221	1,175	1,021
84	Glade Ave and Erwin St	195	81	131	80	235	658	626	320
85	Randi Ave/Nevada Ave and Erwin St	78	98	56	121	236	579	645	234
86	Topanga Canyon Blvd and Clarendon St	2,350	1,240	1,571	2,899	473	238	344	362
87	Jordan Ave and Sherman Way	185	120	203	240	1,335	1,189	1,311	1,503
88	Remmet Ave and Sherman Way	335	135	79	152	1,420	1,161	1,214	1,460
89	Variel Ave and Sherman Way	202	158	187	228	1,566	1,156	1,214	1,666
90	Owensmouth Ave and Gault St	701	519	494	689	99	94	107	102
91	Owensmouth Ave and Hart St	854	587	546	762	100	182	69	71
92	De Soto Ave and Hart St	1,899	1,300	1,325	1,914	99	80	71	121
93	Mason Ave and Vanowen St	819	752	846	983	1,729	1,059	1,051	1,586
94	Don Pio Dr and Ventura Blvd	165	191	271	237	1,486	1,586	1,688	1,596
95	Owensmouth Ave and Saticoy St	501	370	452	574	1,387	1,005	1,079	1,470
96	Canoga Ave and Saticoy St	1,501	1,173	1,248	1,519	1,422	1,097	1,235	1,617
97	Variel Ave and Saticoy St	201	141	149	156	1,532	1,154	1,079	1,512
98	De Soto Ave and Saticoy St	1,820	1,263	1,364	1,792	1,698	1,057	986	1,654
99	Shoup Ave and Valerio St	1,253	731	660	1,117	93	111	50	91
100	Topanga Canyon Blvd and Valerio St	1,883	1,539	1,439	1,788	153	114	135	133
101	Canoga Ave and Valerio St	1,376	1,187	1,219	1,466	219	102	180	243
102	Lurline Ave and Sherman Way	57	93	110	133	1,753	1,201	1,275	1,759
103	Mason Ave and Sherman Way	1,037	841	976	1,155	1,761	1,266	1,443	2,186
104	Owensmouth Ave and Wyandotte St	548	398	385	530	113	108	80	90
105	Sale Ave and Vanowen St	61	76	37	52	887	889	900	870
106	Winnetka Ave and Vanowen St	1,465	998	1,043	1,450	1,384	1,121	1,083	1,510
107	Sale Ave and Victory Blvd	67	27	57	75	1,105	1,273	1,259	1,102
108	Winnetka Ave and Victory Blvd	1,419	1,137	1,057	1,423	2,374	1,509	1,584	2,207
109	Winnetka Ave and Busway	1,403	1,008	1,036	1,451	59	41	15	15
110	Fallbrook Ave and Oxnard St	1,587	1,202	1,262	1,722	120	192	503	279
111	Winnetka Ave and Calvert St	1,437	1,023	1,101	1,357	162	279	70	0
112	Winnetka Ave and Oxnard St	1,350	993	999	1,473	750	302	118	570
113	Fallbrook Ave and Burbank Blvd	1,457	1,115	1,189	1,556	291	400	402	268
114	Winnetka Ave and Hatteras St	1,521	1,060	1,031	1,417	26	27	49	122
115	Winnetka Ave and Clark St	1,514	1,189	1,156	1,511	122	93	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	1,082	1,103	1,078	1,452	0	537	887	0
117	Winnetka Ave and 101 Ventura Fwy EB	955	821	1,081	1,131	582	0	0	680
118	Winnetka Ave and Ventura Blvd	578	591	897	902	1,838	1,366	1,333	1,920
119	Sale Ave and Ventura Blvd	85	34	81	85	1,085	1,935	1,945	1,142
120	Topanga Canyon Blvd and Mullholland Dr	1,071	763	1,275	1,539	839	907	122	111
121	Fallbrook Ave and Ventura Blvd	952	510	1,077	1,459	597	1,445	1,810	1,020
122	Woodlake Ave/101 Ventura Fwy WB and V	260	813	233	285	506	664	1,340	591
123	Tampa Ave and Ventura Blvd	197	241	855	565	1,725	1,194	1,367	2,046
124	Tampa Ave and 101 Ventura Fwy EB	566	854	692	1,113	763	0	0	0

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT PM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
125	Tampa Ave and 101 Ventura Fwy WB	1,045	756	797	1,515	0	518	840	0
126	Vanalden Ave/101 Ventura Fwy EB and Ve	388	217	0	725	2,028	1,459	1,474	1,573
127	Topham St/Busway and Victory Blvd	334	382	16	15	2,172	1,655	1,341	1,809
128	Corbin Ave and Victory Blvd	1,022	607	706	1,213	1,803	1,401	1,528	1,959
129	Tampa Ave and Victory Blvd	1,423	845	1,104	1,298	1,574	1,643	1,610	1,819
130	Burbank Blvd and Ventura Blvd	159	234	404	291	1,500	1,563	1,360	1,271
131	Reseda Blvd and Burbank Blvd	1,517	1,166	1,626	1,359	679	626	804	1,410
132	Reseda Blvd and 101 Ventura Fwy EB	1,302	1,784	1,404	1,754	832	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	1,754	1,404	1,259	1,691	0	758	965	0
134	101 Ventura Fwy EB and Burbank Blvd	0	853	0	0	1,661	737	737	921
135	Canoga Ave and Nordhoff St	1,069	859	833	856	678	668	985	1,181
136	De Soto Ave and Nordhoff St	1,710	1,646	1,825	1,944	1,568	1,055	965	1,381
137	Topanga Canyon Blvd and Parthenia St	2,244	1,997	1,907	1,946	9	42	652	878
138	Canoga Ave and Parthenia St	1,290	952	854	1,082	807	680	856	1,186
139	De Soto Ave and Parthenia St	1,615	1,609	1,612	1,778	1,045	873	988	1,181
140	Fallbrook Ave and Roscoe Blvd	793	826	486	202	919	970	1,206	1,407
141	Shoup Ave and Roscoe Blvd	710	514	164	213	1,378	1,168	1,324	1,633
142	Canoga Ave and Roscoe Blvd	1,378	1,259	1,147	1,336	1,391	997	1,149	1,500
143	De Soto Ave and Roscoe Blvd	1,755	1,274	1,457	1,799	1,577	1,303	1,047	1,475
144	Mason Ave and Roscoe Blvd	1,132	1,237	1,278	1,197	1,556	1,221	1,199	1,509
145	Winnetka Ave and Roscoe Blvd	1,269	1,306	1,311	1,261	1,423	1,251	1,296	1,480
146	Fallbrook Ave and Saticoy St	1,071	1,083	898	859	549	670	724	628
147	Shoup Ave and Saticoy St	1,088	692	556	848	611	749	762	795
148	Mason Ave and Saticoy St	1,205	986	1,079	1,259	1,502	1,184	1,173	1,532
149	Winnetka Ave and Saticoy St	1,311	1,149	1,277	1,303	1,441	1,199	1,126	1,502
150	Fallbrook Av and Sherman Way	1,308	1,342	1,108	1,202	1,141	924	849	1,052
151	Winnetka Ave and Sherman Way	1,395	1,150	1,222	1,491	1,757	1,221	1,429	2,017
152	Woodlake Ave and Burbank Blvd	302	216	172	181	279	431	372	296

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROEJCT PM UNADJUSTED PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	175	1657	151	103	680	66	171	1237	134	100	735	130
2	Canoga Ave and Vanowen St	133	1458	262	188	811	59	159	931	103	172	885	213
3	De Soto Ave and Vanowen St	46	1609	109	220	1572	106	110	883	202	102	866	155
4	Topanga Canyon Blvd and Victory Blvd	164	1528	349	146	807	155	244	1123	112	322	880	244
5	Canoga Ave and Victory Blvd	151	1436	327	143	1336	149	146	879	152	184	1180	238
6	De Soto Ave and Victory Blvd	69	1152	452	436	1977	115	130	832	209	202	1066	113
7	Topanga Canyon Blvd and Erwin St	175	1803	117	125	168	72	121	1378	48	197	429	162
8	Owensmouth Ave and Erwin St	107	745	46	170	368	86	111	483	275	69	380	99
9	Canoga Ave and Erwin St	169	1701	166	112	308	132	47	1218	97	150	306	137
10	Variel Ave and Erwin St	38	400	40	121	441	62	144	258	127	44	211	47
11	De Soto Ave and Erwin St	143	1766	31	251	14	382	17	1057	207	10	11	9
12	Topanga Canyon Blvd and Oxnard St	188	1816	201	145	490	136	99	1362	105	221	674	136
13	Canoga Ave and Oxnard St	178	1788	135	180	560	140	98	1251	91	113	353	80
14	De Soto Ave and Oxnard St	132	1755	171	236	441	274	42	1253	180	29	209	21
15	Topanga Canyon Blvd and Califa St	0	2184	138	0	0	0	33	1858	0	2	0	191
16	Owensmouth Ave and Califa St	44	575	64	32	96	78	91	504	29	159	171	167
17	Canoga Ave and Califa St	121	1804	92	241	118	242	59	1606	55	102	116	107
18	De Soto Ave and Califa St	75	2191	0	0	0	240	0	1642	48	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	343	42	0	0	0	1159	519	0
20	Topanga Canyon Blvd and Burbank Blvd	270	2165	305	60	176	122	61	1203	385	338	998	90
21	Owensmouth Ave and Burbank Blvd	81	95	153	172	473	55	229	36	414	65	757	208
22	Canoga Ave and Burbank Blvd	173	1508	80	127	289	258	80	1311	174	181	665	147
23	De Soto Ave and Burbank Blvd (N)	66	1325	0	684	0	427	0	1715	184	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	872	0	0	0	0	0	1722	0	242	0	750
25	De Soto Ave 101 Ventura Fwy WB	250	1081	0	0	0	0	0	1472	616	269	0	482
26	Canoga Ave and 101 Ventura Fwy EB	0	867	333	0	0	0	910	1082	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	768	252	555	2	247	906	850	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	1	2163	5	171	3	0	316	1852	166	18	19	676
29	Topanga Canyon Blvd and Roscoe Blvd	231	902	287	612	1055	84	199	1260	800	433	867	114
30	Topanga Canyon Blvd and Saticoy St	112	1779	228	115	1181	117	213	1138	158	112	1126	202
31	Shoup Ave and Sherman Way	138	1293	89	223	1212	122	128	676	146	60	597	77
32	Topanga Canyon Blvd and Sherman Way	143	1691	260	315	1177	134	146	1213	163	225	1072	176
33	Owensmouth Ave and Sherman Way	117	399	176	72	1157	96	58	292	73	108	1074	58
34	Canoga Ave and Sherman Way	144	1456	253	110	1423	171	126	837	140	163	1344	138
35	De Soto Ave and Sherman Way	107	1601	330	162	1969	142	125	999	144	180	1041	140
36	Fallbrook Ave and Vanowen St	61	1931	14	94	18	64	7	1331	109	24	35	28
37	Shoup Ave and Vanowen St	141	1428	100	138	764	100	53	675	104	108	717	113
38	Owensmouth Ave and Vanowen St	134	706	336	108	1085	105	78	430	125	182	861	96
39	Variel Ave and Vanowen St	213	6	163	11	1602	36	16	5	11	40	1040	14
40	Topanga Canyon Blvd and Kittridge St	22	1772	76	136	11	13	87	1298	57	130	20	69
41	Woodlake Ave and Victory Blvd	42	230	36	152	799	25	121	83	170	32	898	234
42	Fallbrook Ave and Victory Blvd	249	1213	62	390	698	99	316	1151	262	46	996	287
43	Shoup Ave and Victory Blvd	198	1369	123	90	834	117	119	726	94	92	914	158
44	Westfield Way (Pvt) and Victory Blvd	78	5	60	192	1264	79	84	4	174	27	1406	99
45	Owensmouth Ave and Victory Blvd	213	1012	202	106	1174	76	223	556	201	97	1248	165
46	Variel Ave and Victory Blvd	304	0	406	0	1941	238	0	0	0	82	1319	0
47	Mason Ave and Victory Blvd	100	235	109	524	2252	133	202	185	256	50	1269	260
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	266	1089	0	71	0	154	0	717	65	0	0	0
49	Shoup Ave and Erwin St	19	1394	95	6	6	9	126	823	10	161	10	360
50	Shoup Ave and Oxnard St	111	1143	121	114	1306	79	135	697	58	47	751	163
51	Owensmouth Ave and Oxnard St	166	460	112	75	502	55	81	380	107	62	511	111
52	Shoup Ave and Burbank Blvd	78	1211	56	104	207	39	98	641	83	33	250	76
53	Shoup Ave and Ventura Blvd	66	541	159	160	1026	66	375	163	268	124	1345	635
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1527	931	857	0	0	0	0	0	1033	64
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp t	0	2170	0	0	0	589	0	1811	0	0	0	656
56	Topanga Canyon Blvd and Ventura Blvd	193	1414	379	652	971	128	300	1035	93	234	692	382
57	Canoga Ave and Ventura Blvd	186	349	56	572	1122	163	283	403	367	93	1060	258

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROEJCT PM UNADJUSTED PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
58	De Soto Ave/Serrania Ave and Ventura Blvd	62	206	96	299	1136	75	525	264	327	67	1092	443
59	Topanga Canyon Blvd and Martinez St	9	1575	1	36	8	12	8	1377	11	18	13	2
60	Canoga Ave and Rocketdyne Dwy (Pvt)	3	1790	1	34	0	21	16	944	2	14	0	11
61	De Soto Ave and Kittridge St	81	1581	86	148	105	231	64	947	57	36	10	42
62	Topanga Canyon Blvd and Village Dwy	0	1924	11	0	0	0	2	1569	0	20	0	5
63	Canoga Ave and Trillium Dwy (Pvt)	0	1834	103	0	0	0	85	1241	0	234	0	106
64	De Soto Ave and Warner Center Lane (Pvt)/Serr	23	2182	49	16	0	73	44	1764	48	1	4	13
65	Canoga Ave and Warner Ranch Rd (Pvt)	19	1480	26	0	0	107	55	1753	23	20	0	186
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (	93	1463	96	121	37	144	125	1946	45	70	5	80
67	Owensmouth Ave and Promenade Dwy (Pvt)	43	778	12	49	12	50	8	573	76	58	7	25
68	Owensmouth Ave and West Valley Way (Pvt)	38	1102	0	217	0	80	0	692	32	0	0	0
69	Canoga Ave and Busway	0	1777	16	0	0	0	0	1126	0	18	0	2
70	AMC Dwy and Oxnard St	100	2	35	238	539	66	36	1	101	19	838	51
71	Eton Ave and Vanowen St	157	0	130	2	1595	245	3	1	11	30	1318	0
72	Independence Ave and Vanowen St	16	0	242	31	1719	41	19	1	20	65	1115	42
73	Variel Ave and Kittridge St	159	157	102	67	45	16	6	17	34	7	44	36
74	Variel Ave and Oxnard St	42	168	200	130	798	67	169	58	123	35	353	67
75	Variel Ave and Califa St	11	21	5	250	143	3	80	3	57	1	53	50
76	Warner Center Lane and Burbank Blvd	0	0	0	49	847	0	35	0	180	0	384	7
77	De Soto Ave and Clark St	0	1621	90	0	0	0	22	2087	0	0	0	20
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	15	501	0	205	0	192	0	512	26
79	Owensmouth Ave and Marylee St	72	380	22	182	19	103	15	607	123	18	0	94
80	Topanga Canyon Blvd and Marylee St	0	2107	85	0	0	0	102	1757	0	56	0	157
81	Topanga Canyon Blvd and Calvert St	179	1870	105	0	0	76	54	1641	69	0	0	168
82	Topanga Canyon Blvd and Bassett St	132	1903	0	100	0	71	0	1424	70	0	0	0
83	Randi Ave and Victory Blvd	39	28	37	47	980	61	3	8	51	52	1131	9
84	Glade Ave and Erwin St	68	43	76	12	192	21	52	24	50	36	541	25
85	Randi Ave/Nevada Ave and Erwin St	23	23	33	23	187	29	14	25	18	44	538	75
86	Topanga Canyon Blvd and Clarendon St	43	2261	46	361	55	57	260	1138	173	44	22	278
87	Jordan Ave and Sherman Way	31	81	74	51	1311	21	117	26	62	73	1095	108
88	Remmet Ave and Sherman Way	58	96	164	29	1275	40	21	19	36	77	1067	27
89	Variel Ave and Sherman Way	67	84	53	73	1499	32	113	56	21	70	1068	71
90	Owensmouth Ave and Gault St	39	622	41	14	28	58	33	433	28	28	27	53
91	Owensmouth Ave and Hart St	107	732	34	16	18	67	19	493	44	26	31	13
92	De Soto Ave and Hart St	38	1844	60	34	13	53	48	1218	36	29	6	36
93	Mason Ave and Vanowen St	39	714	52	204	1440	54	94	644	99	55	922	65
94	Don Pio Dr and Ventura Blvd	25	25	115	87	1334	65	147	48	77	78	1485	125
95	Owensmouth Ave and Saticoy St	20	450	34	64	1315	13	121	284	46	73	939	60
96	Canoga Ave and Saticoy St	97	1151	253	150	1222	53	141	957	148	163	852	218
97	Variel Ave and Saticoy St	70	57	74	78	1402	47	37	51	62	43	1022	21
98	De Soto Ave and Saticoy St	102	1519	165	196	1375	93	113	1063	167	107	787	77
99	Shoup Ave and Valerio St	84	1087	69	16	7	70	15	633	18	27	9	13
100	Topanga Canyon Blvd and Valerio St	54	1705	49	48	38	67	47	1416	17	56	43	36
101	Canoga Ave and Valerio St	23	1322	36	80	121	18	86	1116	15	53	64	64
102	Lurline Ave and Sherman Way	14	5	39	68	1661	23	59	15	36	55	1152	60
103	Mason Ave and Sherman Way	46	892	142	99	1770	26	274	670	76	145	1144	165
104	Owensmouth Ave and Wyandotte St	42	479	27	26	38	49	26	334	26	15	40	25
105	Sale Ave and Vanowen St	13	9	39	26	825	36	6	4	26	35	850	17
106	Winnetka Ave and Vanowen St	121	1247	125	109	1247	61	138	832	95	106	904	93
107	Sale Ave and Victory Blvd	20	14	33	36	1053	13	16	1	39	13	1213	25
108	Winnetka Ave and Victory Blvd	187	1050	146	231	1902	185	159	760	113	193	1209	142
109	Winnetka Ave and Busway	0	1451	0	0	15	0	0	1008	0	0	41	0
110	Fallbrook Ave and Oxnard St	29	1466	66	33	60	25	154	1056	15	121	148	223
111	Winnetka Ave and Calvert St	132	1255	0	81	0	75	0	922	128	26	19	22
112	Winnetka Ave and Oxnard St	60	1363	34	88	153	50	81	1011	98	54	242	106
113	Fallbrook Ave and Burbank Blvd	60	1363	34	88	153	50	81	1011	98	54	242	106
114	Winnetka Ave and Hatteras St	18	1399	91	8	2	16	29	1008	6	36	3	10

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROEJCT PM UNADJUSTED PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
115	Winnetka Ave and Clark St	63	1473	0	38	0	83	0	1106	30	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	234	863	0	0	0	0	0	795	300	308	3	589
117	Winnetka Ave and 101 Ventura Fwy EB	0	700	260	431	1	154	419	667	0	0	0	0
118	Winnetka Ave and Ventura Blvd	123	387	85	254	1511	126	325	383	215	83	1028	261
119	Sale Ave and Ventura Blvd	31	5	49	35	1043	8	51	2	28	24	1876	45
120	Topanga Canyon Blvd and Mullholland Dr	191	875	9	610	80	152	23	594	664	17	52	53
121	Fallbrook Ave and Ventura Blvd	48	744	160	128	429	40	431	232	414	238	983	588
122	Woodlake Ave/101 Ventura Fwy WB and Ventura	32	146	84	50	423	35	84	110	40	668	592	89
123	Tampa Ave and Ventura Blvd	39	106	47	135	1493	59	506	151	178	31	977	325
124	Tampa Ave and 101 Ventura Fwy EB	0	549	0	564	0	178	0	676	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	211	876	0	0	0	0	0	522	307	234	0	639
126	Vanalden Ave/101 Ventura Fwy EB and Ventura	126	164	107	488	1466	122	0	0	0	95	1333	73
127	Topham St/Busway and Victory Blvd	313	15	5	0	1804	366	0	16	0	0	1341	0
128	Corbin Ave and Victory Blvd	56	835	154	119	1683	38	122	478	124	91	1220	259
129	Tampa Ave and Victory Blvd	175	1063	155	71	1424	57	240	694	151	93	1317	164
130	Burbank Blvd and Ventura Blvd	71	53	33	192	1200	77	39	83	275	74	1217	46
131	Reseda Blvd and Burbank Blvd	95	1002	399	83	493	93	518	944	140	128	390	274
132	Reseda Blvd and 101 Ventura Fwy EB	0	1302	0	452	0	380	0	1404	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	488	1209	0	0	0	0	0	952	269	452	1	482
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	921	853	0	0	0	0	737	0
135	Canoga Ave and Nordhoff St	49	670	349	11	609	59	223	598	12	202	607	175
136	De Soto Ave and Nordhoff St	71	1498	128	273	1153	130	100	1406	308	110	675	173
137	Topanga Canyon Blvd and Parthenia St	0	1688	634	0	0	8	244	1617	18	371	24	258
138	Canoga Ave and Parthenia St	42	955	322	41	718	67	146	677	53	209	585	86
139	De Soto Ave and Parthenia St	58	1465	152	159	872	53	157	1390	116	166	700	154
140	Fallbrook Ave and Roscoe Blvd	197	113	483	38	745	136	179	258	49	432	724	50
141	Shoup Ave and Roscoe Blvd	152	176	372	23	1248	84	14	124	25	306	991	15
142	Canoga Ave and Roscoe Blvd	51	1131	201	92	1174	134	126	958	72	167	874	114
143	De Soto Ave and Roscoe Blvd	219	1446	93	285	1257	24	125	1203	138	47	946	68
144	Mason Ave and Roscoe Blvd	112	927	92	162	1272	124	145	1023	110	89	999	107
145	Winnetka Ave and Roscoe Blvd	151	980	137	134	1172	117	170	1027	114	163	985	148
146	Fallbrook Ave and Saticoy St	168	748	155	55	384	109	89	771	36	202	466	55
147	Shoup Ave and Saticoy St	151	757	206	33	530	62	58	467	42	163	556	59
148	Mason Ave and Saticoy St	96	988	122	148	1275	86	135	792	151	108	937	123
149	Winnetka Ave and Saticoy St	131	1051	128	125	1218	99	157	951	169	99	899	127
150	Fallbrook Av and Sherman Way	168	954	219	157	767	246	66	914	158	182	598	91
151	Winnetka Ave and Sherman Way	77	1157	174	125	1584	94	259	901	81	155	1062	209
152	Woodlake Ave and Burbank Blvd	100	141	61	17	218	44	17	112	43	60	288	24

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT FINAL PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	175	1,656	151	111	680	66	171	1,237	134	104	734	151
2	Canoga Ave and Vanowen St	193	1,457	262	187	810	70	159	931	128	171	884	213
3	De Soto Ave and Vanowen St	54	1,608	125	220	1,572	105	109	882	202	101	866	154
4	Topanga Canyon Blvd and Victory Blvd	179	1,528	361	150	837	155	244	1,123	116	322	879	243
5	Canoga Ave and Victory Blvd	170	1,436	360	142	1,336	170	146	879	152	202	1,180	238
6	De Soto Ave and Victory Blvd	68	1,152	452	436	1,976	129	129	832	208	237	1,066	113
7	Topanga Canyon Blvd and Erwin St	185	1,802	128	124	167	72	121	1,378	47	197	428	162
8	Owensmouth Ave and Erwin St	107	744	59	169	368	86	158	482	274	69	380	113
9	Canoga Ave and Erwin St	190	1,701	166	165	308	159	46	1,217	129	150	305	137
10	Variel Ave and Erwin St	38	399	39	187	440	61	143	257	127	44	210	61
11	De Soto Ave and Erwin St	142	1,765	31	251	14	382	20	1,159	207	10	11	11
12	Topanga Canyon Blvd and Oxnard St	187	1,815	200	145	489	147	99	1,361	104	255	674	144
13	Canoga Ave and Oxnard St	177	1,787	135	179	559	139	98	1,251	100	113	353	80
14	De Soto Ave and Oxnard St	132	1,754	171	235	440	274	46	1,253	179	29	208	20
15	Topanga Canyon Blvd and Califa St	0	2,183	138	0	0	0	32	1,858	0	1	0	191
16	Owensmouth Ave and Califa St	43	575	64	31	96	78	118	503	28	159	171	247
17	Canoga Ave and Califa St	154	1,804	117	240	117	289	59	1,605	55	123	115	106
18	De Soto Ave and Califa St	75	2,190	0	0	0	240	0	1,641	48	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	343	42	0	0	0	1,158	519	0
20	Topanga Canyon Blvd and Burbank Blvd	335	2,164	305	59	175	153	61	1,202	385	338	998	90
21	Owensmouth Ave and Burbank Blvd	104	109	152	216	472	70	228	36	492	65	756	207
22	Canoga Ave and Burbank Blvd	173	1,508	80	126	288	257	88	1,310	173	180	664	147
23	De Soto Ave and Burbank Blvd (N)	72	1,324	0	684	0	496	0	1,715	183	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	872	0	0	0	0	0	1,721	0	242	0	749
25	De Soto Ave 101 Ventura Fwy WB	250	1,081	0	0	0	0	0	1,471	616	269	0	481
26	Canoga Ave and 101 Ventura Fwy EB	0	866	333	0	0	0	909	1,082	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	768	252	554	2	247	905	849	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	11	1,746	151	88	58	9	121	1,599	46	384	128	179
29	Topanga Canyon Blvd and Roscoe Blvd	230	902	287	668	1,055	83	198	1,260	912	432	867	113
30	Topanga Canyon Blvd and Saticoy St	119	1,779	227	115	1,181	116	212	1,182	157	111	1,125	201
31	Shoup Ave and Sherman Way	159	1,292	96	222	1,212	130	127	676	146	60	596	77
32	Topanga Canyon Blvd and Sherman Way	161	1,691	309	314	1,177	158	146	1,213	162	271	1,072	176
33	Owensmouth Ave and Sherman Way	116	398	175	71	1,157	95	67	291	73	107	1,074	71
34	Canoga Ave and Sherman Way	143	1,456	253	147	1,422	193	126	836	156	162	1,344	151
35	De Soto Ave and Sherman Way	121	1,600	329	182	1,969	142	125	999	157	180	1,040	139
36	Fallbrook Ave and Vanowen St	98	1,930	130	144	524	110	76	1,331	197	115	504	118
37	Shoup Ave and Vanowen St	141	1,427	100	155	764	99	53	675	113	108	717	113
38	Owensmouth Ave and Vanowen St	134	706	335	117	1,155	104	95	430	142	181	861	106
39	Variel Ave and Vanowen St	212	5	162	11	1,602	35	15	4	11	39	1,040	16
40	Topanga Canyon Blvd and Kittridge St	21	1,772	75	135	10	12	87	1,298	57	130	19	69
41	Woodlake Ave and Victory Blvd	87	230	112	152	985	42	121	83	169	81	1,126	233
42	Fallbrook Ave and Victory Blvd	349	1,212	121	389	844	160	315	1,151	261	96	995	286
43	Shoup Ave and Victory Blvd	197	1,369	123	102	834	129	119	725	93	92	914	157
44	Westfield Way (Pvt) and Victory Blvd	78	6	81	192	1,264	78	129	5	173	40	1,405	147
45	Owensmouth Ave and Victory Blvd	212	1,011	201	106	1,173	76	222	555	201	108	1,247	165
46	Variel Ave and Victory Blvd	304	0	492	0	1,941	237	0	0	0	116	1,318	0
47	Mason Ave and Victory Blvd	118	235	108	524	2,251	149	202	185	256	50	1,268	259
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	265	1,088	0	71	0	181	0	716	65	0	0	0
49	Shoup Ave and Erwin St	19	1,393	94	6	5	8	125	822	11	161	9	360
50	Shoup Ave and Oxnard St	111	1,142	141	113	1,306	78	134	697	58	56	751	163
51	Owensmouth Ave and Oxnard St	165	460	111	74	502	54	99	380	107	62	510	136
52	Shoup Ave and Burbank Blvd	78	1,210	55	115	207	38	97	641	83	32	249	85
53	Shoup Ave and Ventura Blvd	66	541	158	159	1,025	66	374	162	267	123	1,345	635
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1,526	931	1,063	0	0	0	0	0	1,438	83
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	0	2,169	0	0	0	588	0	1,810	0	0	0	655
56	Topanga Canyon Blvd and Ventura Blvd	227	1,414	379	652	970	128	299	1,035	93	234	691	382
57	Canoga Ave and Ventura Blvd	186	349	55	572	1,122	162	282	403	367	92	1,059	257
58	De Soto Ave/Serrania Ave and Ventura Blvd	61	206	95	336	1,136	75	524	263	360	66	1,091	442
59	Topanga Canyon Blvd and Martinez St	8	1,575	1	42	7	12	10	1,377	13	17	12	3
60	Canoga Ave and Rocketdyne Dwy (Pvt)	3	1,790	1	37	0	20	16	944	2	13	0	13
61	De Soto Ave and Kittridge St	81	1,580	85	148	105	231	63	1,073	56	41	10	41
62	Topanga Canyon Blvd and Village Dwy	0	1,924	10	0	0	0	6	1,568	0	20	0	13
63	Canoga Ave and Trillium Dwy (Pvt)	0	1,833	103	0	0	0	90	1,240	0	234	0	114
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	22	2,182	48	15	0	73	44	1,763	48	1	3	14
65	Canoga Ave and Warner Ranch Rd (Pvt)	19	1,479	26	0	0	107	54	1,752	22	20	0	186
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	93	1,463	96	134	36	144	147	1,946	55	69	5	90
67	Owensmouth Ave and Promenade Dwy (Pvt)	56	778	11	48	11	66	7	573	76	57	7	24
68	Owensmouth Ave and West Valley Way (Pvt)	37	1,101	0	217	0	79	0	691	32	0	0	0
69	Canoga Ave and Busway	0	1,776	16	0	0	0	0	1,126	0	18	0	2
70	AMC Dwy and Oxnard St	100	5	78	238	539	66	81	1	100	46	838	131
71	Eton Ave and Vanowen St	156	0	130	2	1,807	245	5	1	11	53	1,318	0
72	Independence Ave and Vanowen St	16	0	242	31	1,719	41	19	1	19	64	1,114	42
73	Variel Ave and Kittridge St	159	157	102	66	203	16	64	16	33	19	44	108
74	Variel Ave and Oxnard St	41	167	199	130	798	67	168	57	122	35	353	66
75	Variel Ave and Califa St	11	20	5	249	143	3	80	3	56	1	53	50
76	Warner Center Lane and Burbank Blvd	0	0	0	48	846	0	70	0	179	0	384	16
77	De Soto Ave and Clark St	0	1,620	89	0	0	0	22	2,087	0	0	0	19

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 NO PROJECT FINAL PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	15	501	0	205	0	192	0	512	25
79	Owensmouth Ave and Marylee St	71	530	21	181	19	102	14	872	123	17	0	94
80	Topanga Canyon Blvd and Marylee St	0	2,290	84	0	0	0	102	1,756	0	56	0	156
81	Topanga Canyon Blvd and Calvert St	178	2,020	105	0	0	75	53	1,641	69	0	0	167
82	Topanga Canyon Blvd and Bassett St	131	1,903	0	99	0	70	0	1,423	70	0	0	0
83	Randi Ave and Victory Blvd	38	27	37	47	980	60	3	7	51	57	1,130	8
84	Glade Ave and Erwin St	68	43	76	12	191	20	59	24	49	36	540	28
85	Randi Ave/Nevada Ave and Erwin St	22	22	33	22	186	29	17	24	18	44	537	75
86	Topanga Canyon Blvd and Clarendon St	43	2,260	46	360	55	57	260	1,137	172	44	21	277
87	Jordan Ave and Sherman Way	61	81	74	50	1,311	43	117	25	79	72	1,095	107
88	Remmet Ave and Sherman Way	57	96	164	39	1,274	39	27	18	35	76	1,067	43
89	Variel Ave and Sherman Way	66	83	53	92	1,499	37	113	63	28	70	1,068	70
90	Owensmouth Ave and Gault St	39	622	40	14	27	57	33	433	28	27	26	52
91	Owensmouth Ave and Hart St	107	732	33	16	18	67	19	492	44	26	30	13
92	De Soto Ave and Hart St	47	1,843	69	33	12	63	48	1,218	35	36	6	36
93	Masson Ave and Vanowen St	38	714	51	203	1,440	53	105	643	98	61	921	82
94	Don Pio Dr and Ventura Blvd	24	25	115	86	1,333	65	146	47	76	78	1,484	124
95	Owensmouth Ave and Saticoy St	28	449	41	64	1,315	14	121	284	45	73	938	60
96	Canoga Ave and Saticoy St	107	1,151	253	169	1,222	61	141	956	165	162	851	217
97	Variel Ave and Saticoy St	69	57	73	77	1,401	46	42	50	61	43	1,022	25
98	De Soto Ave and Saticoy St	102	1,518	187	196	1,375	93	131	1,062	167	107	787	77
99	Shoup Ave and Valerio St	83	1,087	68	19	7	70	18	633	22	27	9	15
100	Topanga Canyon Blvd and Valerio St	54	1,704	48	59	37	67	64	1,415	22	56	42	52
101	Canoga Ave and Valerio St	23	1,321	35	80	121	18	86	1,115	14	52	63	64
102	Lurline Ave and Sherman Way	13	6	38	67	1,661	22	58	15	35	55	1,151	60
103	Mason Ave and Sherman Way	95	891	141	201	1,769	54	274	669	162	145	1,144	165
104	Owensmouth Ave and Wyandotte St	42	479	26	26	37	49	25	366	25	15	40	24
105	Sale Ave and Vanowen St	13	8	38	26	824	35	6	4	26	35	849	16
106	Winnetka Ave and Vanowen St	121	1,247	124	126	1,246	68	138	831	95	105	903	93
107	Sale Ave and Victory Blvd	20	13	32	36	1,053	12	16	1	39	13	1,213	25
108	Winnetka Ave and Victory Blvd	202	1,049	145	231	1,901	184	188	759	145	192	1,209	141
109	Winnetka Ave and Busway	0	1,451	0	0	15	0	0	1,008	0	0	41	0
110	Fallbrook Ave and Oxnard St	30	1,466	72	32	59	29	153	1,056	15	141	148	223
111	Winnetka Ave and Calvert St	138	1,254	0	80	0	82	0	921	127	29	19	21
112	Winnetka Ave and Oxnard St	115	1,362	70	219	442	86	81	1,010	98	54	241	105
113	Fallbrook Ave and Burbank Blvd	59	1,362	33	87	153	50	81	1,010	98	54	241	105
114	Winnetka Ave and Hatteras St	18	1,398	90	9	2	15	29	1,008	6	36	3	11
115	Winnetka Ave and Clark St	62	1,472	0	38	0	82	0	1,106	30	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	234	863	0	0	0	0	0	795	320	307	3	645
117	Winnetka Ave and 101 Ventura Fwy EB	0	700	260	430	1	153	418	667	0	0	0	0
118	Winnetka Ave and Ventura Blvd	122	387	84	281	1,510	125	355	382	215	82	1,027	302
119	Sale Ave and Ventura Blvd	31	5	48	34	1,042	7	50	2	28	23	1,876	45
120	Topanga Canyon Blvd and Mulholland Dr	190	875	8	610	79	152	22	593	664	17	51	53
121	Fallbrook Ave and Ventura Blvd	48	743	159	158	429	40	430	232	472	237	983	674
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	31	145	84	49	423	34	88	110	40	667	592	95
123	Tampa Ave and Ventura Blvd	39	105	47	134	1,492	59	506	150	188	31	976	324
124	Tampa Ave and 101 Ventura Fwy EB	0	573	0	563	0	177	0	675	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	211	875	0	0	0	0	0	522	306	234	0	639
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	126	163	106	488	1,466	121	0	0	0	95	1,332	73
127	Topham St/Busway and Victory Blvd	313	15	5	0	1,803	365	0	16	0	0	1,341	0
128	Corbin Ave and Victory Blvd	56	834	154	119	1,682	37	155	478	124	90	1,219	325
129	Tampa Ave and Victory Blvd	175	1,063	155	83	1,424	57	239	745	172	93	1,316	183
130	Burbank Blvd and Ventura Blvd	70	52	37	191	1,199	77	44	83	275	73	1,217	46
131	Reseda Blvd and Burbank Blvd	105	1,002	430	83	492	93	518	944	140	136	390	273
132	Reseda Blvd and 101 Ventura Fwy EB	0	1,302	0	451	0	380	0	1,403	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy Wb	488	1,209	0	0	0	0	0	951	312	452	1	523
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	921	852	0	0	0	0	737	0
135	Canoga Ave and Nordhoff St	49	670	349	13	608	69	222	598	11	201	607	174
136	De Soto Ave and Nordhoff St	71	1,497	128	273	1,152	130	100	1,405	308	110	724	187
137	Topanga Canyon Blvd and Parthenia St	0	1,927	633	0	0	8	244	1,878	21	371	24	258
138	Canoga Ave and Parthenia St	42	955	409	41	717	66	167	676	52	245	584	85
139	De Soto Ave and Parthenia St	69	1,464	152	176	871	64	157	1,389	135	165	699	153
140	Fallbrook Ave and Roscoe Blvd	197	113	482	38	745	135	179	258	48	482	724	50
141	Shoup Ave and Roscoe Blvd	151	175	371	22	1,247	83	15	123	24	328	991	17
142	Canoga Ave and Roscoe Blvd	51	1,130	200	91	1,173	134	139	957	88	167	873	113
143	De Soto Ave and Roscoe Blvd	218	1,446	125	284	1,257	24	176	1,202	138	68	945	107
144	Mason Ave and Roscoe Blvd	112	927	91	162	1,271	124	145	1,023	119	89	999	107
145	Winnetka Ave and Roscoe Blvd	151	979	137	133	1,172	116	170	1,026	114	162	985	147
146	Fallbrook Ave and Saticoy St	167	748	154	55	383	109	89	771	36	202	465	55
147	Shoup Ave and Saticoy St	150	756	206	33	530	72	58	466	42	163	556	58
148	Mason Ave and Saticoy St	112	988	121	165	1,275	102	135	791	176	108	936	123
149	Winnetka Ave and Saticoy St	131	1,051	127	124	1,217	98	156	951	168	98	899	127
150	Fallbrook Av and Sherman Way	167	953	219	157	767	245	79	914	158	182	598	105
151	Winnetka Ave and Sherman Way	135	1,157	173	190	1,583	138	259	900	150	154	1,062	208
152	Woodlake Ave and Burbank Blvd	100	140	60	19	217	43	22	111	50	60	288	29

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 PM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1017	641	1604	633	1502	537	883	972
2	Canoga Ave and Vanowen St	601	663	1272	820	995	877	790	694
3	De Soto Ave and Vanowen St	797	522	1044	782	1131	763	645	606
4	Topanga Canyon Blvd and Victory Blvd	1050	792	1915	629	1665	767	1158	796
5	Canoga Ave and Victory Blvd	694	1536	1312	1157	1034	1625	939	1101
6	De Soto Ave and Victory Blvd	850	1734	1173	2253	1449	2163	788	1610
7	Topanga Canyon Blvd and Erwin St	1172	307	1962	330	1747	161	1235	629
8	Owensmouth Ave and Erwin St	375	564	506	480	616	469	345	496
9	Canoga Ave and Erwin St	1256	449	1616	479	1586	384	1341	489
10	Variel Ave and Erwin St	70	431	180	530	319	319	30	542
11	De Soto Ave and Erwin St	880	0	1258	383	1159	0	940	423
12	Topanga Canyon Blvd and Oxnard St	1198	715	1820	450	1918	396	1145	723
13	Canoga Ave and Oxnard St	1380	634	1772	413	1559	516	1619	506
14	De Soto Ave and Oxnard St	999	346	1371	452	1308	508	818	533
15	Topanga Canyon Blvd and Califa St	1155	544	1666	0	1807	249	1308	0
16	Owensmouth Ave and Califa St	495	512	523	321	374	320	711	446
17	Canoga Ave and Califa St	1447	368	1368	573	1386	200	1467	703
18	De Soto Ave and Califa St	815	0	969	477	1331	0	722	209
19	101 Ventura Fwy WB and Burbank Blvd	0	1275	0	464	0	464	781	494
20	Topanga Canyon Blvd and Burbank Blvd	1264	1150	2744	497	1653	918	1782	1301
21	Owensmouth Ave and Burbank Blvd	623	666	0	728	488	545	0	984
22	Canoga Ave and Burbank Blvd	1787	43	1199	510	1572	33	1253	681
23	De Soto Ave and Burbank Blvd (N)	765	0	1097	192	973	0	951	130
24	Canoga Ave and 101 Ventura Fwy WB	1475	606	604	0	1173	0	1512	0
25	De Soto Ave 101 Ventura Fwy WB	1094	580	769	0	960	0	1292	191
26	Canoga Ave and 101 Ventura Fwy EB	1512	0	606	0	604	806	708	0
27	De Soto Ave and 101 Ventura Fwy EB	1292	0	804	352	769	777	901	0
28	Topanga Canyon Blvd and Nordhoff St	1078	596	1878	1508	1336	760	1826	1138
29	Topanga Canyon Blvd and Roscoe Blvd	1561	965	1324	1344	1692	905	1216	1381
30	Topanga Canyon Blvd and Saticoy St	1136	904	1089	484	1333	759	874	648
31	Shoup Ave and Sherman Way	620	744	888	801	852	625	538	1039
32	Topanga Canyon Blvd and Sherman Way	916	755	1157	625	1171	702	835	744
33	Owensmouth Ave and Sherman Way	167	767	535	586	285	893	227	649
34	Canoga Ave and Sherman Way	456	976	1015	1120	653	1177	732	1005
35	De Soto Ave and Sherman Way	1009	1867	1059	1403	1272	2307	750	1011
36	Fallbrook Ave and Vanowen St	931	360	1095	365	1167	281	879	424
37	Shoup Ave and Vanowen St	538	663	672	281	888	399	507	360
38	Owensmouth Ave and Vanowen St	309	598	784	774	852	685	314	614
39	Variel Ave and Vanowen St	0	437	225	849	0	613	236	663
40	Topanga Canyon Blvd and Kittridge St	888	0	1523	70	1592	0	807	81
41	Woodlake Ave and Victory Blvd	25	811	267	387	56	539	235	660
42	Fallbrook Ave and Victory Blvd	512	949	973	765	642	641	912	1004
43	Shoup Ave and Victory Blvd	376	698	968	751	544	508	625	1117
44	Westfield Way (Pvt) and Victory Blvd	0	786	261	776	0	1016	8	800
45	Owensmouth Ave and Victory Blvd	667	946	700	1016	1003	973	567	786
46	Variel Ave and Victory Blvd	0	1492	733	1520	0	2111	296	1337
47	Mason Ave and Victory Blvd	1372	1484	0	2163	1730	1555	0	1734
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	314	74	1003	284	784	50	667	173
49	Shoup Ave and Erwin St	625	553	501	0	968	341	369	0
50	Shoup Ave and Oxnard St	448	301	706	335	613	162	626	390
51	Owensmouth Ave and Oxnard St	382	685	610	360	465	558	496	518
52	Shoup Ave and Burbank Blvd	487	176	1009	426	547	176	855	520
53	Shoup Ave and Ventura Blvd	855	1309	476	492	1009	902	486	736
54	101 Ventura Fwy EB and Ventura Blvd	0	727	556	904	592	852	0	742
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	1782	589	2214	0	2744	0	1842	0
56	Topanga Canyon Blvd and Ventura Blvd	1478	1272	1887	852	2158	903	1701	727
57	Canoga Ave and Ventura Blvd	708	776	362	518	606	501	468	789
58	De Soto Ave/Serrania Ave and Ventura Blvd	901	1936	478	1316	804	1896	542	1390
59	Topanga Canyon Blvd and Martinez St	1098	157	1359	0	1313	130	1171	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	790	115	1034	123	1272	28	694	69
61	De Soto Ave and Kittridge St	645	91	1449	173	1044	180	850	284
62	Topanga Canyon Blvd and Village Dwy	1158	304	1747	116	1915	174	1172	63
63	Canoga Ave and Trillium Dwy (Pvt)	939	280	1586	61	1312	191	1256	106
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	722	39	973	137	969	94	765	43
65	Canoga Ave and Warner Ranch Rd (Pvt)	1467	292	1572	46	1368	136	1787	87
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	951	69	961	524	1097	92	1099	216
67	Owensmouth Ave and Promenade Dwy (Pvt)	345	120	465	1	506	41	382	1
68	Owensmouth Ave and West Valley Way (Pvt)	567	55	616	39	700	61	375	141
69	Canoga Ave and Busway	694	0	1034	0	1034	0	694	0
70	AMC Dwy and Oxnard St	212	518	173	396	139	360	86	715
71	Eton Ave and Vanowen St	0	663	0	877	0	849	28	663
72	Independence Ave and Vanowen St	0	606	168	613	0	782	168	437
73	Variel Ave and Kittridge St	236	0	225	28	225	0	264	0
74	Variel Ave and Oxnard St	134	542	150	405	249	452	76	454
75	Variel Ave and Califa St	14	63	0	67	19	80	0	45
76	Warner Center Lane and Burbank Blvd	168	130	0	43	95	192	0	54

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 PM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	1099	11	960	0	961	15	1094	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	43	0	33	0	33	0	43
79	Owensmouth Ave and Marylee St	711	34	454	46	523	51	599	71
80	Topanga Canyon Blvd and Marylee St	1293	0	1653	9	1656	0	1264	36
81	Topanga Canyon Blvd and Calvert St	1235	105	1918	4	1962	52	1198	50
82	Topanga Canyon Blvd and Bassett St	1023	0	1502	2	1505	0	1017	5
83	Randi Ave and Victory Blvd	81	832	151	508	70	585	219	698
84	Glade Ave and Erwin St	100	629	0	284	76	330	0	607
85	Randi Ave/Nevada Ave and Erwin St	0	541	31	251	4	277	64	478
86	Topanga Canyon Blvd and Clarendon St	1478	0	2158	0	2158	0	1478	0
87	Jordan Ave and Sherman Way	39	649	127	698	122	586	52	753
88	Remmet Ave and Sherman Way	423	1005	102	886	459	1120	88	748
89	Variel Ave and Sherman Way	33	1011	136	1317	49	1403	9	1035
90	Owensmouth Ave and Gault St	227	5	535	4	535	3	228	5
91	Owensmouth Ave and Hart St	228	13	648	10	535	35	234	95
92	De Soto Ave and Hart St	750	46	1131	0	1059	71	797	0
93	Mason Ave and Vanowen St	789	977	1618	623	1012	1134	1437	424
94	Don Pio Dr and Ventura Blvd	0	789	482	903	0	518	385	1272
95	Owensmouth Ave and Satcoy St	365	738	243	714	428	718	165	749
96	Canoga Ave and Satcoy St	695	1208	771	781	903	1258	632	662
97	Variel Ave and Satcoy St	0	935	63	1128	0	1037	90	998
98	De Soto Ave and Satcoy St	1306	670	1417	1037	1424	917	1155	935
99	Shoup Ave and Valerio St	562	420	852	0	891	323	620	0
100	Topanga Canyon Blvd and Valerio St	874	0	1089	0	1089	0	856	18
101	Canoga Ave and Valerio St	632	142	824	141	771	195	581	194
102	Lurline Ave and Sherman Way	252	2200	0	2307	332	2559	0	1867
103	Mason Ave and Sherman Way	1012	2351	1137	2559	1518	2552	789	2200
104	Owensmouth Ave and Wyandotte St	165	65	285	81	243	123	167	63
105	Sale Ave and Vanowen St	0	360	0	281	0	281	0	360
106	Winnetka Ave and Vanowen St	728	644	1081	1003	1019	907	577	955
107	Sale Ave and Victory Blvd	353	1117	0	641	411	751	0	949
108	Winnetka Ave and Victory Blvd	577	1684	1215	1743	1030	1583	1039	1566
109	Winnetka Ave and Busway	577	0	1030	57	1081	0	577	4
110	Fallbrook Ave and Oxnard St	912	443	749	128	973	400	594	265
111	Winnetka Ave and Calvert St	1039	10	1330	159	1215	78	1116	129
112	Winnetka Ave and Oxnard St	1116	292	1051	534	1330	358	892	411
113	Fallbrook Ave and Burbank Blvd	594	613	895	544	749	495	528	873
114	Winnetka Ave and Hatteras St	892	45	1176	0	1051	125	938	0
115	Winnetka Ave and Clark St	938	0	1290	96	1176	0	1022	126
116	Winnetka Ave and 101 Ventura Fwy WB	1022	618	940	0	1290	0	998	292
117	Winnetka Ave and 101 Ventura Fwy EB	998	0	949	482	940	659	830	0
118	Winnetka Ave and Ventura Blvd	830	1455	610	1758	949	1545	820	1339
119	Sale Ave and Ventura Blvd	0	736	0	492	0	492	0	736
120	Topanga Canyon Blvd and Mulholland Dr	874	76	1109	798	1789	133	852	83
121	Fallbrook Ave and Ventura Blvd	681	736	1150	208	1049	492	446	789
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	168	789	430	363	250	208	813	479
123	Tampa Ave and Ventura Blvd	1029	1444	156	1383	423	2047	224	1318
124	Tampa Ave and 101 Ventura Fwy EB	671	0	423	702	767	0	1029	0
125	Tampa Ave and 101 Ventura Fwy WB	832	806	767	0	1103	0	671	631
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	1471	278	2047	984	1187	180	1444
127	Topham St/Busway and Victory Blvd	0	1028	655	1583	0	969	614	1684
128	Corbin Ave and Victory Blvd	1048	1145	1528	969	1283	1168	1211	1028
129	Tampa Ave and Victory Blvd	473	1575	624	1272	528	1513	595	1307
130	Burbank Blvd and Ventura Blvd	385	977	1361	1522	565	793	739	2148
131	Reseda Blvd and Burbank Blvd	821	942	1125	565	509	1615	942	385
132	Reseda Blvd and 101 Ventura Fwy EB	663	0	509	588	941	0	821	0
133	Reseda Blvd and 101 Ventura Fwy WB	892	631	941	0	1309	0	663	492
134	101 Ventura Fwy EB and Burbank Blvd	0	942	0	1615	0	924	691	942
135	Canoga Ave and Nordhoff St	272	1420	801	680	432	1348	769	625
136	De Soto Ave and Nordhoff St	1603	862	851	1348	1738	700	806	1420
137	Topanga Canyon Blvd and Parthenia St	1986	737	1957	0	2062	646	1972	0
138	Canoga Ave and Parthenia St	769	858	806	1245	801	872	688	1316
139	De Soto Ave and Parthenia St	1334	591	1301	543	1281	690	1261	537
140	Fallbrook Ave and Roscoe Blvd	381	1052	758	487	367	810	744	757
141	Shoup Ave and Roscoe Blvd	378	1349	553	810	482	1143	415	1052
142	Canoga Ave and Roscoe Blvd	843	1257	963	906	988	1271	744	966
143	De Soto Ave and Roscoe Blvd	1273	1002	1440	1271	1393	1097	1238	1257
144	Mason Ave and Roscoe Blvd	1217	1045	1222	1097	1333	1075	1171	1002
145	Winnetka Ave and Roscoe Blvd	971	1137	1110	1075	959	1140	1148	1045
146	Fallbrook Ave and Satcoy St	858	561	1209	217	899	459	1125	364
147	Shoup Ave and Satcoy St	307	810	891	622	464	760	562	844
148	Mason Ave and Satcoy St	987	918	1299	1105	1295	1134	1017	862
149	Winnetka Ave and Satcoy St	832	1164	1240	1068	902	1366	1032	1006
150	Fallbrook Av and Sherman Way	871	1039	1167	751	940	801	931	1155
151	Winnetka Ave and Sherman Way	1057	2484	1100	2412	1323	2468	911	2351
152	Woodlake Ave and Burbank Blvd	353	873	480	358	403	544	461	657

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT PM NO VICTORY BLVD FUTURE BASE IMPRV. AM MODEL
VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1038	721	1987	691	1665	740	989	1044
2	Canoga Ave and Vanowen St	842	858	1714	1009	1257	1361	1021	783
3	De Soto Ave and Vanowen St	1007	728	1301	1125	1372	1143	801	845
4	Topanga Canyon Blvd and Victory Blvd	1079	824	2223	909	2049	870	1247	869
5	Canoga Ave and Victory Blvd	692	1837	1631	1756	1290	2081	1093	1453
6	De Soto Ave and Victory Blvd	943	2071	1434	2954	1754	2691	982	1977
7	Topanga Canyon Blvd and Erwin St	1208	362	2194	590	1843	203	1440	869
8	Owensmouth Ave and Erwin St	422	845	603	1325	863	873	438	1021
9	Canoga Ave and Erwin St	1546	781	1740	765	2055	735	1354	688
10	Variel Ave and Erwin St	281	520	491	806	674	508	268	648
11	De Soto Ave and Erwin St	1095	0	1432	674	1516	0	1069	615
12	Topanga Canyon Blvd and Oxnard St	1227	1017	2108	542	1949	648	1424	873
13	Canoga Ave and Oxnard St	1405	927	1949	767	1643	899	1763	743
14	De Soto Ave and Oxnard St	1188	396	1610	665	1532	586	1168	572
15	Topanga Canyon Blvd and Califa St	1445	646	1682	0	2035	385	1352	0
16	Owensmouth Ave and Califa St	595	710	536	423	344	557	784	581
17	Canoga Ave and Califa St	1731	472	1656	760	1650	394	1722	852
18	De Soto Ave and Califa St	1161	0	1033	634	1512	0	991	325
19	101 Ventura Fwy WB and Burbank Blvd	0	1310	0	507	0	507	839	470
20	Topanga Canyon Blvd and Burbank Blvd	1298	1311	2725	541	1655	987	1896	1337
21	Owensmouth Ave and Burbank Blvd	705	763	0	840	498	637	0	1173
22	Canoga Ave and Burbank Blvd	2082	45	1565	488	1884	41	1625	631
23	De Soto Ave and Burbank Blvd (N)	1045	0	1034	326	1054	0	1132	219
24	Canoga Ave and 101 Ventura Fwy WB	1646	615	653	0	1235	0	1679	0
25	De Soto Ave 101 Ventura Fwy WB	1502	601	791	0	1061	0	1606	227
26	Canoga Ave and 101 Ventura Fwy EB	1679	0	672	0	653	857	841	0
27	De Soto Ave and 101 Ventura Fwy EB	1606	0	755	248	791	806	1013	0
28	Topanga Canyon Blvd and Nordhoff St	2616	610	1921	0	2531	776	1840	0
29	Topanga Canyon Blvd and Roscoe Blvd	1583	1118	1326	1501	1775	1195	1161	1398
30	Topanga Canyon Blvd and Saticoy St	1200	969	1167	629	1413	909	935	708
31	Shoup Ave and Sherman Way	650	768	1028	853	971	686	576	1066
32	Topanga Canyon Blvd and Sherman Way	966	776	1249	686	1230	764	915	768
33	Owensmouth Ave and Sherman Way	210	860	749	698	372	1100	366	679
34	Canoga Ave and Sherman Way	574	1147	1298	1286	775	1587	910	1033
35	De Soto Ave and Sherman Way	996	2098	1140	1857	1242	2826	821	1202
36	Fallbrook Ave and Vanowen St	887	505	1185	436	1218	419	876	500
37	Shoup Ave and Vanowen St	576	786	835	419	1028	530	553	505
38	Owensmouth Ave and Vanowen St	528	832	1229	953	1277	1022	476	767
39	Variel Ave and Vanowen St	0	596	233	1206	0	932	278	825
40	Topanga Canyon Blvd and Kittridge St	993	0	1856	121	1976	0	871	122
41	Woodlake Ave and Victory Blvd	299	832	322	193	477	570	247	351
42	Fallbrook Ave and Victory Blvd	939	1107	1066	397	1170	737	971	630
43	Shoup Ave and Victory Blvd	431	924	1139	878	708	656	690	1318
44	Westfield Way (Pvt) and Victory Blvd	21	872	0	1630	31	1587	0	905
45	Owensmouth Ave and Victory Blvd	937	1051	1046	1587	1698	1233	818	872
46	Variel Ave and Victory Blvd	0	1775	989	2023	0	2643	438	1706
47	Mason Ave and Victory Blvd	1542	1622	0	2691	1909	1875	0	2071
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	476	0	1900	297	1229	0	1197	247
49	Shoup Ave and Erwin St	690	717	687	0	1139	435	521	0
50	Shoup Ave and Oxnard St	577	499	825	397	767	291	775	464
51	Owensmouth Ave and Oxnard St	418	804	698	810	465	798	685	782
52	Shoup Ave and Burbank Blvd	642	183	1192	453	650	244	1024	552
53	Shoup Ave and Ventura Blvd	1024	1303	549	619	1192	888	557	858
54	101 Ventura Fwy EB and Ventura Blvd	0	749	547	907	519	929	0	753
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	1896	577	2192	0	2725	0	1941	0
56	Topanga Canyon Blvd and Ventura Blvd	1674	1373	1982	929	2114	1139	1958	749
57	Canoga Ave and Ventura Blvd	841	853	387	734	672	702	548	893
58	De Soto Ave/Serrania Ave and Ventura Blvd	1013	2138	533	1471	755	2386	591	1424
59	Topanga Canyon Blvd and Martinez St	1203	0	1465	0	1271	0	1397	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1021	0	1508	229	1714	0	822	222
61	De Soto Ave and Kittridge St	801	195	1754	213	1301	341	943	378
62	Topanga Canyon Blvd and Village Dwy	1247	0	2485	288	2223	0	1611	187
63	Canoga Ave and Trillium Dwy (Pvt)	1093	293	2055	200	1631	296	1546	167
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	991	105	1054	194	1033	141	1045	126
65	Canoga Ave and Warner Ranch Rd (Pvt)	1722	347	1884	32	1656	188	2082	59
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1132	64	905	163	1034	89	1136	4
67	Owensmouth Ave and Promenade Dwy (Pvt)	438	185	465	70	603	123	418	14
68	Owensmouth Ave and West Valley Way (Pvt)	818	191	863	38	1046	131	422	312
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	782	118	1607	0	810	53	1644
71	Eton Ave and Vanowen St	0	825	33	1361	0	1206	155	858
72	Independence Ave and Vanowen St	0	845	192	932	0	1125	249	596
73	Variel Ave and Kittridge St	278	4	266	155	233	0	437	33
74	Variel Ave and Oxnard St	325	652	274	595	476	693	168	510
75	Variel Ave and Califa St	105	110	0	73	100	115	0	73
76	Warner Center Lane and Burbank Blvd	192	219	0	184	91	326	0	178

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT PM NO VICTORY BLVD FUTURE BASE IMPRV. AM MODEL
VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	1670	35	1061	0	1075	189	1502	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	784	28	472	44	536	44	683	64
80	Topanga Canyon Blvd and Marylee St	1352	22	1672	0	1682	23	1342	0
81	Topanga Canyon Blvd and Calvert St	1440	439	1949	27	2194	240	1227	194
82	Topanga Canyon Blvd and Bassett St	1111	0	1665	95	1760	0	1038	72
83	Randi Ave and Victory Blvd	122	944	209	656	121	693	194	924
84	Glade Ave and Erwin St	20	825	123	395	114	404	45	800
85	Randi Ave/Nevada Ave and Erwin St	0	800	50	356	59	395	106	647
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	128	821	228	764	249	850	66	776
88	Remmet Ave and Sherman Way	146	898	332	1100	287	1148	182	860
89	Variel Ave and Sherman Way	18	1202	212	1634	3	1857	10	1196
90	Owensmouth Ave and Gault St	366	19	793	9	749	52	371	15
91	Owensmouth Ave and Hart St	371	77	946	83	793	89	419	175
92	De Soto Ave and Hart St	989	0	1372	17	1361	0	1007	10
93	Mason Ave and Vanowen St	750	1075	1692	1003	1120	1373	1397	629
94	Don Pio Dr and Ventura Blvd	0	893	483	1139	0	734	407	1373
95	Owensmouth Ave and Satcoy St	428	807	294	914	514	914	199	816
96	Canoga Ave and Satcoy St	807	1274	914	981	999	1529	735	714
97	Variel Ave and Satcoy St	0	1031	78	1436	0	1333	103	1109
98	De Soto Ave and Satcoy St	1305	685	1395	1333	1467	1074	1147	1031
99	Shoup Ave and Valerio St	617	424	971	0	1020	343	650	0
100	Topanga Canyon Blvd and Valerio St	935	0	1153	13	1167	0	928	7
101	Canoga Ave and Valerio St	735	114	1026	74	914	187	714	135
102	Lurline Ave and Sherman Way	242	2429	0	2826	330	3069	0	2098
103	Mason Ave and Sherman Way	796	2804	1237	3069	1235	3493	750	2429
104	Owensmouth Ave and Wyandotte St	191	117	372	146	294	240	210	82
105	Sale Ave and Vanowen St	0	505	0	419	0	419	0	505
106	Winnetka Ave and Vanowen St	805	805	1250	1194	1120	1219	722	993
107	Sale Ave and Victory Blvd	362	1318	0	737	433	878	0	1107
108	Winnetka Ave and Victory Blvd	634	1778	1333	2136	1157	1932	1081	1711
109	Winnetka Ave and Busway	722	0	1157	97	1250	0	634	92
110	Fallbrook Ave and Oxnard St	971	524	868	162	1066	466	682	311
111	Winnetka Ave and Calvert St	1081	0	1333	0	1333	0	1081	0
112	Winnetka Ave and Oxnard St	1081	333	1105	685	1333	471	892	509
113	Fallbrook Ave and Burbank Blvd	682	641	987	585	868	518	578	930
114	Winnetka Ave and Hatteras St	892	53	1350	0	1105	246	944	0
115	Winnetka Ave and Clark St	944	0	1322	263	1350	0	999	180
116	Winnetka Ave and 101 Ventura Fwy WB	999	623	1046	0	1322	0	1064	281
117	Winnetka Ave and 101 Ventura Fwy EB	1064	0	1134	485	1046	688	949	0
118	Winnetka Ave and Ventura Blvd	949	1465	714	2001	1134	1713	901	1380
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mulholland Dr	1000	103	1058	851	1792	100	1005	115
121	Fallbrook Ave and Ventura Blvd	719	858	1358	264	1135	619	539	907
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	168	907	417	412	283	264	836	521
123	Tampa Ave and Ventura Blvd	993	1521	174	1613	415	2262	245	1379
124	Tampa Ave and 101 Ventura Fwy EB	647	0	415	690	760	0	993	0
125	Tampa Ave and 101 Ventura Fwy WB	830	776	760	0	1104	0	647	615
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	1527	312	2262	940	1432	208	1521
127	Topham St/Busway and Victory Blvd	0	1129	648	1932	0	1273	658	1778
128	Corbin Ave and Victory Blvd	1122	1250	1696	1273	1386	1453	1373	1129
129	Tampa Ave and Victory Blvd	504	1704	625	1612	545	1900	582	1419
130	Burbank Blvd and Ventura Blvd	402	1054	1277	1761	633	917	742	2201
131	Reseda Blvd and Burbank Blvd	755	942	1209	633	457	1707	973	402
132	Reseda Blvd and 101 Ventura Fwy EB	606	0	457	580	889	0	755	0
133	Reseda Blvd and 101 Ventura Fwy WB	908	627	889	0	1324	0	606	493
134	101 Ventura Fwy EB and Burbank Blvd	0	942	0	1707	0	1092	615	942
135	Canoga Ave and Nordhoff St	375	1410	935	716	477	1490	831	638
136	De Soto Ave and Nordhoff St	1620	848	782	1490	1701	815	814	1410
137	Topanga Canyon Blvd and Parthenia St	1840	949	2078	0	1921	969	1976	0
138	Canoga Ave and Parthenia St	831	961	870	1408	935	1008	701	1428
139	De Soto Ave and Parthenia St	1378	670	1421	620	1256	912	1334	587
140	Fallbrook Ave and Roscoe Blvd	400	1046	803	679	418	977	738	794
141	Shoup Ave and Roscoe Blvd	408	1344	548	977	517	1253	463	1046
142	Canoga Ave and Roscoe Blvd	904	1316	877	1087	1105	1412	658	1006
143	De Soto Ave and Roscoe Blvd	1146	1072	1457	1563	1294	1281	1199	1463
144	Mason Ave and Roscoe Blvd	1329	1160	1344	1281	1484	1310	1248	1072
145	Winnetka Ave and Roscoe Blvd	1018	1232	1202	1310	1046	1352	1204	1160
146	Fallbrook Ave and Satcoy St	844	618	1299	284	944	544	1131	424
147	Shoup Ave and Satcoy St	338	871	1020	724	490	923	617	922
148	Mason Ave and Satcoy St	1030	1076	1441	1280	1436	1423	1066	901
149	Winnetka Ave and Satcoy St	875	1332	1343	1333	997	1643	1096	1146
150	Fallbrook Av and Sherman Way	876	1066	1218	909	1022	853	887	1308
151	Winnetka Ave and Sherman Way	905	2869	1208	2910	1171	3270	927	2524
152	Woodlake Ave and Burbank Blvd	371	930	566	342	449	585	514	663

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 - 2035 WITH PROECT PM NO VICTORY BLVD FUTURE BASE CORRIDOR
IMPRV. MODEL GROWTH

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	21	80	383	58	163	203	106	72
2	Canoga Ave and Vanowen St	241	195	442	189	262	484	231	89
3	De Soto Ave and Vanowen St	210	206	257	343	241	380	156	239
4	Topanga Canyon Blvd and Victory Blvd	29	32	308	280	384	103	89	73
5	Canoga Ave and Victory Blvd	-2	301	319	599	256	456	154	352
6	De Soto Ave and Victory Blvd	93	337	261	701	305	528	194	367
7	Topanga Canyon Blvd and Erwin St	36	55	232	260	96	42	205	240
8	Owensmouth Ave and Erwin St	47	281	97	845	247	404	93	525
9	Canoga Ave and Erwin St	290	332	124	286	469	351	13	199
10	Variel Ave and Erwin St	211	89	311	276	355	189	238	106
11	De Soto Ave and Erwin St	215	0	174	291	357	0	129	192
12	Topanga Canyon Blvd and Oxnard St	29	302	288	92	31	252	279	150
13	Canoga Ave and Oxnard St	25	293	177	354	84	383	144	237
14	De Soto Ave and Oxnard St	189	50	239	213	224	78	350	39
15	Topanga Canyon Blvd and Califa St	290	102	16	0	228	136	44	0
16	Owensmouth Ave and Califa St	100	198	13	102	-30	237	73	135
17	Canoga Ave and Califa St	284	104	288	187	264	194	255	149
18	De Soto Ave and Califa St	346	0	64	157	181	0	269	116
19	101 Ventura Fwy WB and Burbank Blvd	0	35	0	43	0	43	58	-24
20	Topanga Canyon Blvd and Burbank Blvd	34	161	-19	44	2	69	114	36
21	Owensmouth Ave and Burbank Blvd	82	97	0	112	10	92	0	189
22	Canoga Ave and Burbank Blvd	295	2	366	-22	312	8	372	-50
23	De Soto Ave and Burbank Blvd (N)	280	0	-63	134	81	0	181	89
24	Canoga Ave and 101 Ventura Fwy WB	171	9	49	0	62	0	167	0
25	De Soto Ave 101 Ventura Fwy WB	408	21	22	0	101	0	314	36
26	Canoga Ave and 101 Ventura Fwy EB	167	0	66	0	49	51	133	0
27	De Soto Ave and 101 Ventura Fwy EB	314	0	-49	-104	22	29	112	0
28	Topanga Canyon Blvd and Nordhoff St	1538	14	43	-1508	1195	16	14	-1138
29	Topanga Canyon Blvd and Roscoe Blvd	22	153	2	157	83	290	-55	17
30	Topanga Canyon Blvd and Saticoy St	64	65	78	145	80	150	61	60
31	Shoup Ave and Sherman Way	30	24	140	52	119	61	38	27
32	Topanga Canyon Blvd and Sherman Way	50	21	92	61	59	62	80	24
33	Owensmouth Ave and Sherman Way	43	93	214	112	87	207	139	30
34	Canoga Ave and Sherman Way	118	171	283	166	122	410	178	28
35	De Soto Ave and Sherman Way	-13	231	81	454	-30	519	71	191
36	Fallbrook Ave and Vanowen St	-44	145	90	71	51	138	-3	76
37	Shoup Ave and Vanowen St	38	123	163	138	140	131	46	145
38	Owensmouth Ave and Vanowen St	219	234	445	179	425	337	162	153
39	Variel Ave and Vanowen St	0	159	8	357	0	319	42	162
40	Topanga Canyon Blvd and Kittridge St	105	0	333	51	384	0	64	41
41	Woodlake Ave and Victory Blvd	274	21	55	-194	421	31	12	-309
42	Fallbrook Ave and Victory Blvd	427	158	93	-368	528	96	59	-374
43	Shoup Ave and Victory Blvd	55	226	171	127	164	148	65	201
44	Westfield Way (Pvt) and Victory Blvd	21	86	-261	854	31	571	-8	105
45	Owensmouth Ave and Victory Blvd	270	105	346	571	695	260	251	86
46	Variel Ave and Victory Blvd	0	283	256	503	0	532	142	369
47	Mason Ave and Victory Blvd	170	138	0	528	179	320	0	337
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	162	-74	897	13	445	-50	530	74
49	Shoup Ave and Erwin St	65	164	186	0	171	94	152	0
50	Shoup Ave and Oxnard St	129	198	119	62	154	129	149	74
51	Owensmouth Ave and Oxnard St	36	119	88	450	0	240	189	264
52	Shoup Ave and Burbank Blvd	155	7	183	27	103	68	169	32
53	Shoup Ave and Ventura Blvd	169	-6	73	127	183	-14	71	122
54	101 Ventura Fwy EB and Ventura Blvd	0	22	-9	3	-73	77	0	11
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	114	-12	-22	0	-19	0	99	0
56	Topanga Canyon Blvd and Ventura Blvd	196	101	95	77	-44	236	257	22
57	Canoga Ave and Ventura Blvd	133	77	25	216	66	201	80	104
58	De Soto Ave/Serrania Ave and Ventura Blvd	112	202	55	155	-49	490	49	34
59	Topanga Canyon Blvd and Martinez St	105	-157	106	0	-42	-130	226	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	231	-115	474	106	442	-28	128	153
61	De Soto Ave and Kittridge St	156	104	305	40	257	161	93	94
62	Topanga Canyon Blvd and Village Dwy	89	-304	738	172	308	-174	439	124
63	Canoga Ave and Trillium Dwy (Pvt)	154	13	469	139	319	105	290	61
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	269	66	81	57	64	47	280	83
65	Canoga Ave and Warner Ranch Rd (Pvt)	255	55	312	-14	288	52	295	-28
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	181	-5	-56	-361	-63	-3	37	-212
67	Owensmouth Ave and Promenade Dwy (Pvt)	93	65	0	69	97	82	36	13
68	Owensmouth Ave and West Valley Way (Pvt)	251	136	247	-1	346	70	47	171
69	Canoga Ave and Busway	-694	0	-1034	0	-1034	0	-694	0
70	AMC Dwy and Oxnard St	-212	264	-55	1211	-139	450	-33	929
71	Eton Ave and Vanowen St	0	162	33	484	0	357	127	195
72	Independence Ave and Vanowen St	0	239	24	319	0	343	81	159
73	Variel Ave and Kittridge St	42	4	41	127	8	0	173	33
74	Variel Ave and Oxnard St	191	110	124	190	227	241	92	56
75	Variel Ave and Califa St	91	47	0	6	81	35	0	28
76	Warner Center Lane and Burbank Blvd	24	89	0	141	-4	134	0	124

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 - 2035 WITH PROECT PM NO VICTORY BLVD FUTURE BASE CORRIDOR
IMPRV. MODEL GROWTH

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	571	24	101	0	114	174	408	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	-43	0	-33	0	-33	0	-43
79	Owensmouth Ave and Marylee St	73	-6	18	-2	13	-7	84	-7
80	Topanga Canyon Blvd and Marylee St	59	22	19	-9	26	23	78	-36
81	Topanga Canyon Blvd and Calvert St	205	334	31	23	232	188	29	144
82	Topanga Canyon Blvd and Bassett St	88	0	163	93	255	0	21	67
83	Randi Ave and Victory Blvd	41	112	58	148	51	108	-25	226
84	Glade Ave and Erwin St	-80	196	123	111	38	74	45	193
85	Randi Ave/Nevada Ave and Erwin St	0	259	19	105	55	118	42	169
86	Topanga Canyon Blvd and Clarendon St	-1478	0	-2158	0	-2158	0	-1478	0
87	Jordan Ave and Sherman Way	89	172	101	66	127	264	14	23
88	Remmet Ave and Sherman Way	-277	-107	230	214	-172	28	94	112
89	Variel Ave and Sherman Way	-15	191	76	317	-46	454	1	161
90	Owensmouth Ave and Gault St	139	14	258	5	214	49	143	10
91	Owensmouth Ave and Hart St	143	64	298	73	258	54	185	80
92	De Soto Ave and Hart St	239	-46	241	17	302	-71	210	10
93	Mason Ave and Vanowen St	-39	98	74	380	108	239	-40	205
94	Don Pio Dr and Ventura Blvd	0	104	1	236	0	216	22	101
95	Owensmouth Ave and Satcoy St	63	69	51	200	86	196	34	67
96	Canoga Ave and Satcoy St	112	66	143	200	96	271	103	52
97	Variel Ave and Satcoy St	0	96	15	308	0	296	13	111
98	De Soto Ave and Satcoy St	-1	15	-22	296	43	157	-8	96
99	Shoup Ave and Valerio St	55	4	119	0	129	20	30	0
100	Topanga Canyon Blvd and Valerio St	61	0	64	13	78	0	72	-11
101	Canoga Ave and Valerio St	103	-28	202	-67	143	-8	133	-59
102	Lurline Ave and Sherman Way	-10	229	0	519	-2	510	0	231
103	Mason Ave and Sherman Way	-216	453	100	510	-283	941	-39	229
104	Owensmouth Ave and Wyandotte St	26	52	87	65	51	117	43	19
105	Sale Ave and Vanowen St	0	145	0	138	0	138	0	145
106	Winnetka Ave and Vanowen St	77	161	169	191	101	312	145	38
107	Sale Ave and Victory Blvd	9	201	0	96	22	127	0	158
108	Winnetka Ave and Victory Blvd	57	94	118	393	127	349	42	145
109	Winnetka Ave and Busway	145	0	127	40	169	0	57	88
110	Fallbrook Ave and Oxnard St	59	81	119	34	93	66	88	46
111	Winnetka Ave and Calvert St	42	-10	3	-159	118	-78	-35	-129
112	Winnetka Ave and Oxnard St	-35	41	54	151	3	113	0	98
113	Fallbrook Ave and Burbank Blvd	88	28	92	41	119	23	50	57
114	Winnetka Ave and Hatteras St	0	8	174	0	54	121	6	0
115	Winnetka Ave and Clark St	6	0	32	167	174	0	-23	54
116	Winnetka Ave and 101 Ventura Fwy WB	-23	5	106	0	32	0	66	-11
117	Winnetka Ave and 101 Ventura Fwy EB	66	0	185	3	106	29	119	0
118	Winnetka Ave and Ventura Blvd	119	10	104	243	185	168	81	41
119	Sale Ave and Ventura Blvd	0	-736	0	-492	0	-492	0	-736
120	Topanga Canyon Blvd and Mulholland Dr	126	27	-51	53	3	-33	153	32
121	Fallbrook Ave and Ventura Blvd	38	122	208	56	86	127	93	118
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	0	118	-13	49	33	56	23	42
123	Tampa Ave and Ventura Blvd	-36	77	18	230	-8	215	21	61
124	Tampa Ave and 101 Ventura Fwy EB	-24	0	-8	-12	-7	0	-36	0
125	Tampa Ave and 101 Ventura Fwy WB	-2	-30	-7	0	1	0	-24	-16
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	56	34	215	-44	245	28	77
127	Topham St/Busway and Victory Blvd	0	101	-7	349	0	304	44	94
128	Corbin Ave and Victory Blvd	74	105	168	304	103	285	162	101
129	Tampa Ave and Victory Blvd	31	129	1	340	17	387	-13	112
130	Burbank Blvd and Ventura Blvd	17	77	-84	239	68	124	3	53
131	Reseda Blvd and Burbank Blvd	-66	0	84	68	-52	92	31	17
132	Reseda Blvd and 101 Ventura Fwy EB	-57	0	-52	-8	-52	0	-66	0
133	Reseda Blvd and 101 Ventura Fwy WB	16	-4	-52	0	15	0	-57	1
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	92	0	168	-76	0
135	Canoga Ave and Nordhoff St	103	-10	134	36	45	142	62	13
136	De Soto Ave and Nordhoff St	17	-14	-69	142	-37	115	8	-10
137	Topanga Canyon Blvd and Parthenia St	-146	212	121	0	-141	323	4	0
138	Canoga Ave and Parthenia St	62	103	64	163	134	136	13	112
139	De Soto Ave and Parthenia St	44	79	120	77	-25	222	73	50
140	Fallbrook Ave and Roscoe Blvd	19	-6	45	192	51	167	-6	37
141	Shoup Ave and Roscoe Blvd	30	-5	-5	167	35	110	48	-6
142	Canoga Ave and Roscoe Blvd	61	59	-86	181	117	141	-86	40
143	De Soto Ave and Roscoe Blvd	-127	70	17	292	-99	184	-39	206
144	Mason Ave and Roscoe Blvd	112	115	122	184	151	235	77	70
145	Winnetka Ave and Roscoe Blvd	47	95	92	235	87	212	56	115
146	Fallbrook Ave and Satcoy St	-14	57	90	67	45	85	6	60
147	Shoup Ave and Satcoy St	31	61	129	102	26	163	55	78
148	Mason Ave and Satcoy St	43	158	142	175	141	289	49	39
149	Winnetka Ave and Satcoy St	43	168	103	265	95	277	64	140
150	Fallbrook Av and Sherman Way	5	27	51	158	82	52	-44	153
151	Winnetka Ave and Sherman Way	-152	385	108	498	-152	802	16	173
152	Woodlake Ave and Burbank Blvd	18	57	86	-16	46	41	53	6

APPENDIX G.4 - VOLUME DEVELOPMENT

ADJUSTED 2035 PM (EXISTING COUNTS + 2035 WITH PROJECT NO VICTORY BLVD
FUTURE BASE CORRIDOR IMPRV. MODEL GROWTH)

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1486	1041	2298	892	2045	1171	1446	1057
2	Canoga Ave and Vanowen St	1380	1181	2219	1193	1906	1638	1306	1122
3	De Soto Ave and Vanowen St	1390	1290	1894	1909	2008	1916	1222	1337
4	Topanga Canyon Blvd and Victory Blvd	1421	1376	2361	1392	2278	1502	1570	1200
5	Canoga Ave and Victory Blvd	1335	1741	2225	2088	1981	2123	1366	1695
6	De Soto Ave and Victory Blvd	1153	1680	1872	2953	1952	2770	1320	1618
7	Topanga Canyon Blvd and Erwin St	1477	753	2303	599	2122	440	1730	840
8	Owensmouth Ave and Erwin St	858	735	942	1340	1185	913	652	1124
9	Canoga Ave and Erwin St	1593	739	2055	805	2386	689	1401	716
10	Variel Ave and Erwin St	592	365	712	805	911	613	511	440
11	De Soto Ave and Erwin St	1483	35	2049	730	2297	70	1458	476
12	Topanga Canyon Blvd and Oxnard St	1502	1339	2397	832	2060	983	1968	1060
13	Canoga Ave and Oxnard St	1418	777	2104	1156	1979	1058	1597	820
14	De Soto Ave and Oxnard St	1534	290	2152	1045	2085	683	1732	521
15	Topanga Canyon Blvd and Califa St	2031	242	2185	0	2466	227	1765	0
16	Owensmouth Ave and Califa St	686	644	456	277	751	457	759	254
17	Canoga Ave and Califa St	1795	391	2188	714	2156	443	2059	429
18	De Soto Ave and Califa St	1861	0	2162	380	2208	0	1964	230
19	101 Ventura Fwy WB and Burbank Blvd	0	1695	0	423	0	381	1251	611
20	Topanga Canyon Blvd and Burbank Blvd	1639	1488	3170	414	2144	581	1770	1668
21	Owensmouth Ave and Burbank Blvd	711	930	365	760	450	763	174	1347
22	Canoga Ave and Burbank Blvd	1729	913	1989	729	1961	438	1932	1124
23	De Soto Ave and Burbank Blvd (N)	2097	0	1596	1209	1940	0	2320	312
24	Canoga Ave and 101 Ventura Fwy WB	1847	928	857	0	1563	0	2069	0
25	De Soto Ave 101 Ventura Fwy WB	2356	751	1225	0	1547	0	1947	838
26	Canoga Ave and 101 Ventura Fwy EB	2088	0	1173	0	851	1262	1148	0
27	De Soto Ave and 101 Ventura Fwy EB	1907	0	1144	866	1246	1103	1081	0
28	Topanga Canyon Blvd and Nordhoff St	3177	655	1813	173	3063	322	1862	207
29	Topanga Canyon Blvd and Roscoe Blvd	2247	1392	1302	1739	1655	1566	1974	1871
30	Topanga Canyon Blvd and Satcoy St	1557	1401	2192	1435	2146	1641	1417	1380
31	Shoup Ave and Sherman Way	952	664	1627	1524	1623	1418	877	848
32	Topanga Canyon Blvd and Sherman Way	1451	1429	2159	1598	2078	1607	1646	1307
33	Owensmouth Ave and Sherman Way	451	1249	826	1318	589	1483	597	1176
34	Canoga Ave and Sherman Way	1180	1690	1960	1773	1780	1979	1310	1534
35	De Soto Ave and Sherman Way	1404	1487	2055	2428	2266	2553	1294	1420
36	Fallbrook Ave and Vanowen St	1676	145	2058	205	2016	138	1661	226
37	Shoup Ave and Vanowen St	836	955	1770	1085	1787	980	863	1016
38	Owensmouth Ave and Vanowen St	845	1301	1470	1466	1262	1809	799	1212
39	Variel Ave and Vanowen St	35	1227	206	1944	35	1965	116	1295
40	Topanga Canyon Blvd and Kittridge St	1504	244	2096	166	2213	193	1472	123
41	Woodlake Ave and Victory Blvd	379	1078	329	1044	630	966	146	1233
42	Fallbrook Ave and Victory Blvd	1723	1402	1515	1295	1929	1141	1259	1674
43	Shoup Ave and Victory Blvd	937	1336	1797	1160	1748	1170	966	1345
44	Westfield Way (Pvt) and Victory Blvd	298	1584	171	2182	326	1885	122	1639
45	Owensmouth Ave and Victory Blvd	1170	1528	1644	1824	1855	1739	951	1621
46	Variel Ave and Victory Blvd	0	1589	912	2490	0	2783	438	1771
47	Mason Ave and Victory Blvd	707	1643	507	3195	1076	2630	409	1920
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	862	0	2027	220	1370	0	1336	380
49	Shoup Ave and Erwin St	992	659	1598	23	1838	303	1093	43
50	Shoup Ave and Oxnard St	999	1113	1440	1473	1488	1639	970	926
51	Owensmouth Ave and Oxnard St	543	771	741	991	718	883	614	951
52	Shoup Ave and Burbank Blvd	946	354	1427	368	1425	406	852	412
53	Shoup Ave and Ventura Blvd	916	2420	749	1257	1415	1733	359	1727
54	101 Ventura Fwy EB and Ventura Blvd	0	1118	1783	1738	1106	2417	28	1043
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	1819	729	2411	618	3140	0	2319	0
56	Topanga Canyon Blvd and Ventura Blvd	1396	1308	1972	1729	2721	1733	1456	996
57	Canoga Ave and Ventura Blvd	1108	1434	566	1898	1157	1505	689	1655
58	De Soto Ave/Serrania Ave and Ventura Blvd	1100	1733	367	1512	1095	1983	391	1475
59	Topanga Canyon Blvd and Martinez St	1296	34	1566	60	1793	19	1416	36
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1172	30	2142	160	2153	19	1084	158
61	De Soto Ave and Kittridge St	1193	187	1980	246	1906	275	1194	231
62	Topanga Canyon Blvd and Village Dwy	1487	28	2638	172	2214	14	1842	124
63	Canoga Ave and Trillium Dwy (Pvt)	1437	320	2344	139	2217	279	1683	61
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Av	1930	82	2147	139	2110	114	1957	118
65	Canoga Ave and Warner Ranch Rd (Pvt)	2036	258	1815	8	1942	127	2035	30
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	2199	174	1784	323	1849	295	2036	160
67	Owensmouth Ave and Promenade Dwy (Pvt)	696	114	943	177	885	87	666	135
68	Owensmouth Ave and West Valley Way (Pvt)	912	136	1262	317	1548	70	761	195
69	Canoga Ave and Busway	1251	23	1992	0	1977	18	1272	0
70	AMC Dwy and Oxnard St	161	1115	161	1812	324	991	96	1758
71	Eton Ave and Vanowen St	16	1330	127	2301	2	2023	388	1358
72	Independence Ave and Vanowen St	44	1444	83	1963	82	1992	180	1288
73	Variel Ave and Kittridge St	95	86	81	242	86	169	198	79
74	Variel Ave and Oxnard St	504	537	508	1073	564	1285	240	534
75	Variel Ave and Califa St	211	148	43	389	390	247	8	140
76	Warner Center Lane and Burbank Blvd	217	438	0	923	62	940	0	590

APPENDIX G.4 - VOLUME DEVELOPMENT

ADJUSTED 2035 PM (EXISTING COUNTS + 2035 WITH PROJECT NO VICTORY BLVD
FUTURE BASE CORRIDOR IMPRV. MODEL GROWTH)

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	2580	42	1662	0	1632	248	2404	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	442	598	0	574	46	785	0	783
79	Owensmouth Ave and Marylee St	757	18	450	82	452	35	757	70
80	Topanga Canyon Blvd and Marylee St	1791	91	2184	0	2214	123	1756	0
81	Topanga Canyon Blvd and Calvert St	1821	451	2118	88	2236	327	1618	297
82	Topanga Canyon Blvd and Bassett St	1484	0	2131	227	2220	0	1404	217
83	Randi Ave and Victory Blvd	86	1251	139	1186	91	1112	134	1373
84	Glade Ave and Erwin St	145	775	250	328	106	370	116	802
85	Randi Ave/Nevada Ave and Erwin St	62	864	87	323	161	347	114	705
86	Topanga Canyon Blvd and Clarendon St	1746	382	2612	526	3222	402	1377	264
87	Jordan Ave and Sherman Way	233	1272	261	1358	271	1572	125	1156
88	Remmet Ave and Sherman Way	88	1349	408	1512	169	1379	189	1197
89	Variel Ave and Sherman Way	208	1342	234	1693	253	1839	147	1277
90	Owensmouth Ave and Gault St	596	118	888	97	836	143	623	97
91	Owensmouth Ave and Hart St	648	115	1064	168	949	120	728	197
92	De Soto Ave and Hart St	1499	79	1923	109	1929	134	1492	89
93	Mason Ave and Vanowen St	940	1136	807	1857	1024	1634	836	1229
94	Don Pio Dr and Ventura Blvd	301	1730	154	1569	263	1657	199	1627
95	Owensmouth Ave and Satcoy St	474	1075	535	1446	596	1519	385	1030
96	Canoga Ave and Satcoy St	1340	1220	1565	1546	1559	1727	1259	1127
97	Variel Ave and Satcoy St	166	1087	189	1619	173	1605	135	1150
98	De Soto Ave and Satcoy St	1515	927	2022	1791	1701	1714	1404	1065
99	Shoup Ave and Valerio St	710	50	1283	103	1192	104	731	124
100	Topanga Canyon Blvd and Valerio St	1490	150	1806	139	1862	148	1496	109
101	Canoga Ave and Valerio St	1305	201	1513	244	1530	270	1310	113
102	Lurline Ave and Sherman Way	122	1392	64	1882	148	1883	103	1330
103	Mason Ave and Sherman Way	1084	1550	1061	1885	1284	2276	934	1383
104	Owensmouth Ave and Wyandotte St	392	104	608	149	564	155	434	100
105	Sale Ave and Vanowen St	41	954	67	986	58	969	84	943
106	Winnetka Ave and Vanowen St	1080	1198	1532	1426	1472	1575	1112	1075
107	Sale Ave and Victory Blvd	62	1398	74	1170	83	1205	30	1380
108	Winnetka Ave and Victory Blvd	1111	1560	1468	2412	1496	2327	1077	1652
109	Winnetka Ave and Busway	1150	17	1476	54	1518	17	1062	102
110	Fallbrook Ave and Oxnard St	1227	558	1649	149	1755	324	1279	225
111	Winnetka Ave and Calvert St	1041	78	1333	180	1406	0	1198	310
112	Winnetka Ave and Oxnard St	1170	150	1377	846	1366	622	1159	362
113	Fallbrook Ave and Burbank Blvd	1266	411	1490	317	1618	281	1151	434
114	Winnetka Ave and Hatteras St	1204	51	1597	29	1444	172	1033	30
115	Winnetka Ave and Clark St	1129	0	1486	248	1587	0	1392	140
116	Winnetka Ave and 101 Ventura Fwy WB	1258	882	1085	0	1424	0	1081	597
117	Winnetka Ave and 101 Ventura Fwy EB	1059	0	1083	542	1134	658	892	0
118	Winnetka Ave and Ventura Blvd	968	1321	563	1998	1030	1956	558	1305
119	Sale Ave and Ventura Blvd	90	2162	95	1206	95	1269	37	2151
120	Topanga Canyon Blvd and Mulholland Dr	1314	122	1190	841	1427	124	803	917
121	Fallbrook Ave and Ventura Blvd	1101	1858	966	643	1480	1069	495	1524
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	265	1419	289	542	304	637	775	694
123	Tampa Ave and Ventura Blvd	950	1393	199	1801	665	2112	242	1248
124	Tampa Ave and 101 Ventura Fwy EB	769	0	666	848	1334	0	949	0
125	Tampa Ave and 101 Ventura Fwy WB	934	933	1252	0	1403	0	841	596
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	1492	387	2094	806	1651	211	1485
127	Topham St/Busway and Victory Blvd	18	1342	371	2292	17	1925	386	1625
128	Corbin Ave and Victory Blvd	714	1599	1105	1919	1268	2041	631	1397
129	Tampa Ave and Victory Blvd	1104	1674	1318	1677	1308	1916	1012	1721
130	Burbank Blvd and Ventura Blvd	402	1361	177	1542	297	1298	204	1568
131	Reseda Blvd and Burbank Blvd	1807	893	1541	685	1511	1420	1161	624
132	Reseda Blvd and 101 Ventura Fwy EB	1560	0	1447	925	1949	0	1983	0
133	Reseda Blvd and 101 Ventura Fwy WB	1232	1072	1949	0	1696	0	1560	753
134	101 Ventura Fwy EB and Burbank Blvd	0	819	0	1671	0	958	947	819
135	Canoga Ave and Nordhoff St	839	1154	1084	680	856	1161	871	665
136	De Soto Ave and Nordhoff St	1706	1156	1900	1548	2160	1402	1531	1238
137	Topanga Canyon Blvd and Parthenia St	2120	608	2299	10	2163	843	1991	47
138	Canoga Ave and Parthenia St	866	856	1317	777	1097	1186	894	642
139	De Soto Ave and Parthenia St	1649	972	1667	1050	1975	1212	1629	877
140	Fallbrook Ave and Roscoe Blvd	477	1387	774	939	203	1408	958	935
141	Shoup Ave and Roscoe Blvd	173	1554	789	1379	232	1621	529	1341
142	Canoga Ave and Roscoe Blvd	1191	1121	1531	1419	1369	1479	1399	990
143	De Soto Ave and Roscoe Blvd	1619	1071	1641	1554	1999	1512	1416	1269
144	Mason Ave and Roscoe Blvd	1310	1246	1164	1593	1258	1571	1239	1245
145	Winnetka Ave and Roscoe Blvd	1333	1327	1280	1485	1280	1527	1321	1298
146	Fallbrook Ave and Satcoy St	1048	702	1067	557	832	626	1064	659
147	Shoup Ave and Satcoy St	577	736	1163	618	811	805	742	735
148	Mason Ave and Satcoy St	1096	1244	1261	1553	1313	1621	1018	1202
149	Winnetka Ave and Satcoy St	1299	1228	1319	1519	1328	1579	1200	1255
150	Fallbrook Av and Sherman Way	1102	816	1271	1185	1207	1018	1491	953
151	Winnetka Ave and Sherman Way	1358	1495	1414	1854	1657	2113	1080	1321
152	Woodlake Ave and Burbank Blvd	174	406	334	310	211	322	219	405

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL FUTURE WITH PROJECT UNMITIGATED PM LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	2,298	1,446	1,486	2,045	892	1,057	1,041	1,171
2	Canoga Ave and Vanowen St	2,219	1,306	1,380	1,906	1,193	1,122	1,181	1,638
3	De Soto Ave and Vanowen St	1,894	1,222	1,390	2,008	1,909	1,337	1,290	1,916
4	Topanga Canyon Blvd and Victory Blvd	2,361	1,570	1,421	2,278	1,392	1,200	1,376	1,502
5	Canoga Ave and Victory Blvd	2,225	1,366	1,335	1,981	2,088	1,695	1,741	2,123
6	De Soto Ave and Victory Blvd	1,872	1,320	1,153	1,952	2,953	1,618	1,680	2,770
7	Topanga Canyon Blvd and Erwin St	2,303	1,730	1,477	2,122	599	840	753	440
8	Owensmouth Ave and Erwin St	942	652	858	1,185	1,340	1,124	735	913
9	Canoga Ave and Erwin St	2,055	1,401	1,593	2,386	805	716	739	689
10	Variel Ave and Erwin St	712	511	592	911	805	440	365	613
11	De Soto Ave and Erwin St	2,049	1,458	1,483	2,297	730	476	35	70
12	Topanga Canyon Blvd and Oxnard St	2,397	1,968	1,502	2,060	832	1,060	1,339	983
13	Canoga Ave and Oxnard St	2,104	1,597	1,418	1,979	1,156	820	777	1,058
14	De Soto Ave and Oxnard St	2,152	1,732	1,534	2,085	1,045	521	290	683
15	Topanga Canyon Blvd and Califa St	2,185	1,765	2,031	2,466	0	0	242	227
16	Owensmouth Ave and Califa St	456	759	686	751	277	254	644	457
17	Canoga Ave and Califa St	2,188	2,059	1,795	2,156	714	429	391	443
18	De Soto Ave and Califa St	2,162	1,964	1,861	2,208	380	230	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,251	0	0	423	611	1,695	381
20	Topanga Canyon Blvd and Burbank Blvd	3,170	1,770	1,639	2,144	414	1,668	1,488	581
21	Owensmouth Ave and Burbank Blvd	365	174	711	450	760	1,347	930	763
22	Canoga Ave and Burbank Blvd	1,989	1,932	1,729	1,961	729	1,124	913	438
23	De Soto Ave and Burbank Blvd (N)	1,596	2,320	2,097	1,940	1,209	312	0	0
24	Canoga Ave and 101 Ventura Fwy WB	857	2,069	1,847	1,563	0	0	928	0
25	De Soto Ave 101 Ventura Fwy WB	1,225	1,947	2,356	1,547	0	838	751	0
26	Canoga Ave and 101 Ventura Fwy EB	1,173	1,148	2,088	851	0	0	0	1,262
27	De Soto Ave and 101 Ventura Fwy EB	1,144	1,081	1,907	1,246	866	0	0	1,103
28	Topanga Canyon Blvd and Nordhoff St	1,813	1,862	3,177	3,063	173	207	655	322
29	Topanga Canyon Blvd and Roscoe Blvd	1,302	1,974	2,247	1,655	1,739	1,871	1,392	1,566
30	Topanga Canyon Blvd and Satcoy St	2,192	1,417	1,557	2,146	1,435	1,380	1,401	1,641
31	Shoup Ave and Sherman Way	1,627	877	952	1,623	1,524	848	664	1,418
32	Topanga Canyon Blvd and Sherman Way	2,159	1,646	1,451	2,078	1,598	1,307	1,429	1,607
33	Owensmouth Ave and Sherman Way	826	597	451	589	1,318	1,176	1,249	1,483
34	Canoga Ave and Sherman Way	1,960	1,310	1,180	1,780	1,773	1,534	1,690	1,979
35	De Soto Ave and Sherman Way	2,055	1,294	1,404	2,266	2,428	1,420	1,487	2,553
36	Fallbrook Ave and Vanowen St	2,058	1,661	1,676	2,016	205	226	145	138
37	Shoup Ave and Vanowen St	1,770	863	836	1,787	1,085	1,016	955	980
38	Owensmouth Ave and Vanowen St	1,470	799	845	1,262	1,466	1,212	1,301	1,809
39	Variel Ave and Vanowen St	206	116	35	35	1,944	1,295	1,227	1,965
40	Topanga Canyon Blvd and Kittridge St	2,096	1,472	1,504	2,213	166	123	244	193
41	Woodlake Ave and Victory Blvd	329	146	379	630	1,044	1,233	1,078	966
42	Fallbrook Ave and Victory Blvd	1,515	1,259	1,723	1,929	1,295	1,674	1,402	1,141
43	Shoup Ave and Victory Blvd	1,797	966	937	1,748	1,160	1,345	1,336	1,170
44	Westfield Way (Pvt) and Victory Blvd	171	122	298	326	2,182	1,639	1,584	1,885
45	Owensmouth Ave and Victory Blvd	1,644	951	1,170	1,855	1,824	1,621	1,528	1,739
46	Variel Ave and Victory Blvd	912	438	0	0	2,490	1,771	1,589	2,783
47	Mason Ave and Victory Blvd	507	409	707	1,076	3,195	1,920	1,643	2,630
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	2,027	1,336	862	1,370	220	380	0	0
49	Shoup Ave and Erwin St	1,598	1,093	992	1,838	23	43	659	303
50	Shoup Ave and Oxnard St	1,440	970	999	1,488	1,473	926	1,113	1,639
51	Owensmouth Ave and Oxnard St	741	614	543	718	991	951	771	883
52	Shoup Ave and Burbank Blvd	1,427	852	946	1,425	368	412	354	406
53	Shoup Ave and Ventura Blvd	749	359	916	1,415	1,257	1,727	2,420	1,733
54	101 Ventura Fwy EB and Ventura Blvd	1,783	28	0	1,106	1,738	1,043	1,118	2,417
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	2,411	2,319	1,819	3,140	618	0	729	0
56	Topanga Canyon Blvd and Ventura Blvd	1,972	1,456	1,396	2,721	1,729	996	1,308	1,733
57	Canoga Ave and Ventura Blvd	566	689	1,108	1,157	1,898	1,655	1,434	1,505
58	De Soto Ave/Serrania Ave and Ventura Blvd	367	391	1,100	1,095	1,512	1,475	1,733	1,983
59	Topanga Canyon Blvd and Martinez St	1,566	1,416	1,296	1,793	60	36	34	19
60	Canoga Ave and Rocketdyne Dwy (Pvt)	2,142	1,084	1,172	2,153	160	158	30	19
61	De Soto Ave and Kittridge St	1,980	1,194	1,193	1,906	246	231	187	275
62	Topanga Canyon Blvd and Village Dwy	2,638	1,842	1,487	2,214	172	124	28	14
63	Canoga Ave and Trillium Dwy (Pvt)	2,344	1,683	1,437	2,217	139	61	320	279
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Av	2,147	1,957	1,930	2,110	139	118	82	114
65	Canoga Ave and Warner Ranch Rd (Pvt)	1,815	2,035	2,036	1,942	8	30	258	127
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1,784	2,036	2,199	1,849	323	160	174	295
67	Owensmouth Ave and Promenade Dwy (Pvt)	943	666	696	885	177	135	114	87
68	Owensmouth Ave and West Valley Way (Pvt)	1,262	761	912	1,548	317	195	136	70
69	Canoga Ave and Busway	1,992	1,272	1,251	1,977	0	0	23	18
70	AMC Dwy and Oxnard St	161	96	161	324	1,812	1,758	1,115	991
71	Eton Ave and Vanowen St	127	388	16	2	2,301	1,358	1,330	2,023
72	Independence Ave and Vanowen St	83	180	44	82	1,963	1,288	1,444	1,992
73	Variel Ave and Kittridge St	81	198	95	86	242	79	86	169
74	Variel Ave and Oxnard St	508	240	504	564	1,073	534	537	1,285
75	Variel Ave and Califa St	43	8	211	390	389	140	148	247
76	Warner Center Lane and Burbank Blvd	0	0	217	62	923	590	438	940

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL FUTURE WITH PROJECT UNMITIGATED PM LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
77	De Soto Ave and Clark St	1,662	2,404	2,580	1,632	0	0	42	248
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	442	46	574	783	598	785
79	Owensmouth Ave and Marylee St	450	757	757	452	82	70	18	35
80	Topanga Canyon Blvd and Marylee St	2,184	1,756	1,791	2,214	0	0	91	123
81	Topanga Canyon Blvd and Calvert St	2,118	1,618	1,821	2,236	88	297	451	327
82	Topanga Canyon Blvd and Bassett St	2,131	1,404	1,484	2,220	227	217	0	0
83	Randi Ave and Victory Blvd	139	134	86	91	1,186	1,373	1,251	1,112
84	Glade Ave and Erwin St	250	116	145	106	328	802	775	370
85	Randi Ave/Nevada Ave and Erwin St	87	114	62	161	323	705	864	347
86	Topanga Canyon Blvd and Clarendon St	2,612	1,377	1,746	3,222	526	264	382	402
87	Jordan Ave and Sherman Way	261	125	233	271	1,358	1,156	1,272	1,572
88	Remmet Ave and Sherman Way	408	189	88	169	1,512	1,197	1,349	1,379
89	Variel Ave and Sherman Way	234	147	208	253	1,693	1,277	1,342	1,839
90	Owensmouth Ave and Gault St	888	623	596	836	97	97	118	143
91	Owensmouth Ave and Hart St	1,064	728	648	949	168	197	115	120
92	De Soto Ave and Hart St	1,923	1,492	1,499	1,929	109	89	79	134
93	Mason Ave and Vanowen St	807	836	940	1,024	1,857	1,229	1,136	1,634
94	Don Pio Dr and Ventura Blvd	154	199	301	263	1,569	1,627	1,730	1,657
95	Owensmouth Ave and Satcoy St	535	385	474	596	1,446	1,030	1,075	1,519
96	Canoga Ave and Satcoy St	1,565	1,259	1,340	1,559	1,546	1,127	1,220	1,727
97	Variel Ave and Satcoy St	189	135	166	173	1,619	1,150	1,087	1,605
98	De Soto Ave and Satcoy St	2,022	1,404	1,515	1,701	1,791	1,065	927	1,714
99	Shoup Ave and Valerio St	1,283	731	710	1,192	103	124	50	104
100	Topanga Canyon Blvd and Valerio St	1,806	1,496	1,490	1,862	139	109	150	148
101	Canoga Ave and Valerio St	1,513	1,310	1,305	1,530	244	113	201	270
102	Lurline Ave and Sherman Way	64	103	122	148	1,882	1,330	1,392	1,883
103	Mason Ave and Sherman Way	1,061	934	1,084	1,284	1,885	1,383	1,550	2,276
104	Owensmouth Ave and Wyandotte St	608	434	392	564	149	100	104	155
105	Sale Ave and Vanowen St	67	84	41	58	986	943	954	969
106	Winnetka Ave and Vanowen St	1,532	1,112	1,080	1,472	1,426	1,075	1,198	1,575
107	Sale Ave and Victory Blvd	74	30	62	83	1,170	1,380	1,398	1,205
108	Winnetka Ave and Victory Blvd	1,468	1,077	1,111	1,496	2,412	1,652	1,560	2,327
109	Winnetka Ave and Busway	1,476	1,062	1,150	1,518	54	102	17	17
110	Fallbrook Ave and Oxnard St	1,649	1,279	1,227	1,755	149	225	558	324
111	Winnetka Ave and Calvert St	1,333	1,198	1,041	1,406	180	310	78	0
112	Winnetka Ave and Oxnard St	1,377	1,159	1,170	1,366	846	362	150	622
113	Fallbrook Ave and Burbank Blvd	1,490	1,151	1,266	1,618	317	434	411	281
114	Winnetka Ave and Hatteras St	1,597	1,033	1,204	1,444	29	30	51	172
115	Winnetka Ave and Clark St	1,486	1,392	1,129	1,587	248	140	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	1,085	1,081	1,258	1,424	0	597	882	0
117	Winnetka Ave and 101 Ventura Fwy EB	1,083	892	1,059	1,134	542	0	0	658
118	Winnetka Ave and Ventura Blvd	563	558	968	1,030	1,998	1,305	1,321	1,956
119	Sale Ave and Ventura Blvd	95	37	90	95	1,206	2,151	2,162	1,269
120	Topanga Canyon Blvd and Mulholland Dr	1,190	803	1,314	1,427	841	917	122	124
121	Fallbrook Ave and Ventura Blvd	966	495	1,101	1,480	643	1,524	1,858	1,069
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	289	775	265	304	542	694	1,419	637
123	Tampa Ave and Ventura Blvd	199	242	950	665	1,801	1,248	1,393	2,112
124	Tampa Ave and 101 Ventura Fwy EB	666	949	769	1,334	848	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	1,252	841	934	1,403	0	596	933	0
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	387	211	0	806	2,094	1,485	1,492	1,651
127	Topham St/Busway and Victory Blvd	371	386	18	17	2,292	1,625	1,342	1,925
128	Corbin Ave and Victory Blvd	1,105	631	714	1,268	1,919	1,397	1,599	2,041
129	Tampa Ave and Victory Blvd	1,318	1,012	1,104	1,308	1,677	1,721	1,674	1,916
130	Burbank Blvd and Ventura Blvd	177	204	402	297	1,542	1,568	1,361	1,298
131	Reseda Blvd and Burbank Blvd	1,541	1,161	1,807	1,511	685	624	893	1,420
132	Reseda Blvd and 101 Ventura Fwy EB	1,447	1,983	1,560	1,949	925	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	1,949	1,560	1,232	1,696	0	753	1,072	0
134	101 Ventura Fwy EB and Burbank Blvd	0	947	0	0	1,671	819	819	958
135	Canoga Ave and Nordhoff St	1,084	871	839	856	680	665	1,154	1,161
136	De Soto Ave and Nordhoff St	1,900	1,531	1,706	2,160	1,548	1,238	1,156	1,402
137	Topanga Canyon Blvd and Parthenia St	2,299	1,991	2,120	2,163	10	47	608	843
138	Canoga Ave and Parthenia St	1,317	894	866	1,097	777	642	856	1,186
139	De Soto Ave and Parthenia St	1,667	1,629	1,649	1,975	1,050	877	972	1,212
140	Fallbrook Ave and Roscoe Blvd	774	958	477	203	939	935	1,387	1,408
141	Shoup Ave and Roscoe Blvd	789	529	173	232	1,379	1,341	1,554	1,621
142	Canoga Ave and Roscoe Blvd	1,531	1,399	1,191	1,369	1,419	990	1,121	1,479
143	De Soto Ave and Roscoe Blvd	1,641	1,416	1,619	1,999	1,554	1,269	1,071	1,512
144	Mason Ave and Roscoe Blvd	1,164	1,239	1,310	1,258	1,593	1,245	1,246	1,571
145	Winnetka Ave and Roscoe Blvd	1,280	1,321	1,333	1,280	1,485	1,298	1,327	1,527
146	Fallbrook Ave and Satcoy St	1,067	1,064	1,048	832	557	659	702	626
147	Shoup Ave and Satcoy St	1,163	742	577	811	618	735	736	805
148	Mason Ave and Satcoy St	1,261	1,018	1,096	1,313	1,553	1,202	1,244	1,621
149	Winnetka Ave and Satcoy St	1,319	1,200	1,299	1,328	1,519	1,255	1,228	1,579
150	Fallbrook Av and Sherman Way	1,271	1,491	1,102	1,207	1,185	953	816	1,018
151	Winnetka Ave and Sherman Way	1,414	1,080	1,358	1,657	1,854	1,321	1,495	2,113
152	Woodlake Ave and Burbank Blvd	334	219	174	211	310	405	406	322

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 PM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1017	641	1604	633	1502	537	883	972
2	Canoga Ave and Vanowen St	601	663	1272	820	995	877	790	694
3	De Soto Ave and Vanowen St	797	522	1044	782	1131	763	645	606
4	Topanga Canyon Blvd and Victory Blvd	1050	792	1915	629	1665	767	1158	796
5	Canoga Ave and Victory Blvd	694	1536	1312	1157	1034	1625	939	1101
6	De Soto Ave and Victory Blvd	850	1734	1173	2253	1449	2163	788	1610
7	Topanga Canyon Blvd and Erwin St	1172	307	1962	330	1747	161	1235	629
8	Owensmouth Ave and Erwin St	375	564	506	480	616	469	345	496
9	Canoga Ave and Erwin St	1256	449	1616	479	1586	384	1341	489
10	Variel Ave and Erwin St	70	431	180	530	319	319	30	542
11	De Soto Ave and Erwin St	880	0	1258	383	1159	0	940	423
12	Topanga Canyon Blvd and Oxnard St	1198	715	1820	450	1918	396	1145	723
13	Canoga Ave and Oxnard St	1380	634	1772	413	1559	516	1619	506
14	De Soto Ave and Oxnard St	999	346	1371	452	1308	508	818	533
15	Topanga Canyon Blvd and Califa St	1155	544	1666	0	1807	249	1308	0
16	Owensmouth Ave and Califa St	495	512	523	321	374	320	711	446
17	Canoga Ave and Califa St	1447	368	1368	573	1386	200	1467	703
18	De Soto Ave and Califa St	815	0	969	477	1331	0	722	209
19	101 Ventura Fwy WB and Burbank Blvd	0	1275	0	464	0	464	781	494
20	Topanga Canyon Blvd and Burbank Blvd	1264	1150	2744	497	1653	918	1782	1301
21	Owensmouth Ave and Burbank Blvd	623	666	0	728	488	545	0	984
22	Canoga Ave and Burbank Blvd	1787	43	1199	510	1572	33	1253	681
23	De Soto Ave and Burbank Blvd (N)	765	0	1097	192	973	0	951	130
24	Canoga Ave and 101 Ventura Fwy WB	1475	606	604	0	1173	0	1512	0
25	De Soto Ave 101 Ventura Fwy WB	1094	580	769	0	960	0	1292	191
26	Canoga Ave and 101 Ventura Fwy EB	1512	0	606	0	604	806	708	0
27	De Soto Ave and 101 Ventura Fwy EB	1292	0	804	352	769	777	901	0
28	Topanga Canyon Blvd and Nordhoff St	1078	596	1878	1508	1336	760	1826	1138
29	Topanga Canyon Blvd and Roscoe Blvd	1561	965	1324	1344	1692	905	1216	1381
30	Topanga Canyon Blvd and Satcoy St	1136	904	1089	484	1333	759	874	648
31	Shoup Ave and Sherman Way	620	744	888	801	852	625	538	1039
32	Topanga Canyon Blvd and Sherman Way	916	755	1157	625	1171	702	835	744
33	Owensmouth Ave and Sherman Way	167	767	535	586	285	893	227	649
34	Canoga Ave and Sherman Way	456	976	1015	1120	653	1177	732	1005
35	De Soto Ave and Sherman Way	1009	1867	1059	1403	1272	2307	750	1011
36	Fallbrook Ave and Vanowen St	931	360	1095	365	1167	281	879	424
37	Shoup Ave and Vanowen St	538	663	672	281	888	399	507	360
38	Owensmouth Ave and Vanowen St	309	598	784	774	852	685	314	614
39	Variel Ave and Vanowen St	0	437	225	849	0	613	236	663
40	Topanga Canyon Blvd and Kittridge St	888	0	1523	70	1592	0	807	81
41	Woodlake Ave and Victory Blvd	25	811	267	387	56	539	235	660
42	Fallbrook Ave and Victory Blvd	512	949	973	765	642	641	912	1004
43	Shoup Ave and Victory Blvd	376	698	968	751	544	508	625	1117
44	Westfield Way (Pvt) and Victory Blvd	0	786	261	776	0	1016	8	800
45	Owensmouth Ave and Victory Blvd	667	946	700	1016	1003	973	567	796
46	Variel Ave and Victory Blvd	0	1492	733	1520	0	2111	296	1337
47	Mason Ave and Victory Blvd	1372	1484	0	2163	1730	1555	0	1734
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	314	74	1003	284	784	50	667	173
49	Shoup Ave and Erwin St	625	553	501	0	968	341	369	0
50	Shoup Ave and Oxnard St	448	301	706	335	613	162	626	390
51	Owensmouth Ave and Oxnard St	382	685	610	360	465	558	496	518
52	Shoup Ave and Burbank Blvd	487	176	1009	426	547	176	855	520
53	Shoup Ave and Ventura Blvd	855	1309	476	492	1009	902	486	736
54	101 Ventura Fwy EB and Ventura Blvd	0	727	556	904	592	852	0	742
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	1782	589	2214	0	2744	0	1842	0
56	Topanga Canyon Blvd and Ventura Blvd	1478	1272	1887	852	2158	903	1701	727
57	Canoga Ave and Ventura Blvd	708	776	362	518	606	501	468	789
58	De Soto Ave/Serrania Ave and Ventura Blvd	901	1936	478	1316	804	1896	542	1390
59	Topanga Canyon Blvd and Martinez St	1098	157	1359	0	1313	130	1171	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	790	115	1034	123	1272	28	694	69
61	De Soto Ave and Kittridge St	645	91	1449	173	1044	180	850	284
62	Topanga Canyon Blvd and Village Dwy	1158	304	1747	116	1915	174	1172	63
63	Canoga Ave and Trillium Dwy (Pvt)	939	280	1586	61	1312	191	1256	106
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	722	39	973	137	969	94	765	43
65	Canoga Ave and Warner Ranch Rd (Pvt)	1467	292	1572	46	1368	136	1787	87
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	951	69	961	524	1097	92	1099	216
67	Owensmouth Ave and Promenade Dwy (Pvt)	345	120	465	1	506	41	382	1
68	Owensmouth Ave and West Valley Way (Pvt)	567	55	616	39	700	61	375	141
69	Canoga Ave and Busway	694	0	1034	0	1034	0	694	0
70	AMC Dwy and Oxnard St	212	518	173	396	139	360	86	715
71	Eton Ave and Vanowen St	0	663	0	877	0	849	28	663
72	Independence Ave and Vanowen St	0	606	168	613	0	782	168	437
73	Variel Ave and Kittridge St	236	0	225	28	225	0	264	0
74	Variel Ave and Oxnard St	134	542	150	405	249	452	76	454
75	Variel Ave and Califa St	14	63	0	67	19	80	0	45
76	Warner Center Lane and Burbank Blvd	168	130	0	43	95	192	0	54
77	De Soto Ave and Clark St	1099	11	960	0	961	15	1094	0

APPENDIX G.4 - VOLUME DEVELOPMENT

2008 PM MODEL VOLUMES									
Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	43	0	33	0	33	0	43
79	Owensmouth Ave and Marylee St	711	34	454	46	523	51	599	71
80	Topanga Canyon Blvd and Marylee St	1293	0	1653	9	1656	0	1264	36
81	Topanga Canyon Blvd and Calvert St	1235	105	1918	4	1962	52	1198	50
82	Topanga Canyon Blvd and Bassett St	1023	0	1502	2	1505	0	1017	5
83	Randi Ave and Victory Blvd	81	832	151	508	70	585	219	698
84	Glade Ave and Erwin St	100	629	0	284	76	330	0	607
85	Randi Ave/Nevada Ave and Erwin St	0	541	31	251	4	277	64	478
86	Topanga Canyon Blvd and Clarendon St	1478	0	2158	0	2158	0	1478	0
87	Jordan Ave and Sherman Way	39	649	127	698	122	586	52	753
88	Remmet Ave and Sherman Way	423	1005	102	886	459	1120	88	748
89	Variei Ave and Sherman Way	33	1011	136	1317	49	1403	9	1035
90	Owensmouth Ave and Gault St	227	5	535	4	535	3	228	5
91	Owensmouth Ave and Hart St	228	13	648	10	535	35	234	95
92	De Soto Ave and Hart St	750	46	1131	0	1059	71	797	0
93	Mason Ave and Vanowen St	789	977	1618	623	1012	1134	1437	424
94	Don Pio Dr and Ventura Blvd	0	789	482	903	0	518	385	1272
95	Owensmouth Ave and Saticoy St	365	738	243	714	428	718	165	749
96	Canoga Ave and Saticoy St	695	1208	771	781	903	1258	632	662
97	Variei Ave and Saticoy St	0	935	63	1128	0	1037	90	998
98	De Soto Ave and Saticoy St	1306	670	1417	1037	1424	917	1155	935
99	Shoup Ave and Valerio St	562	420	852	0	891	323	620	0
100	Topanga Canyon Blvd and Valerio St	874	0	1089	0	1089	0	856	18
101	Canoga Ave and Valerio St	632	142	824	141	771	195	581	194
102	Lurline Ave and Sherman Way	252	2200	0	2307	332	2559	0	1867
103	Mason Ave and Sherman Way	1012	2351	1137	2559	1518	2552	789	2200
104	Owensmouth Ave and Wyandotte St	165	65	285	81	243	123	167	63
105	Sale Ave and Vanowen St	0	360	0	281	0	281	0	360
106	Winnetka Ave and Vanowen St	728	644	1081	1003	1019	907	577	955
107	Sale Ave and Victory Blvd	353	1117	0	641	411	751	0	949
108	Winnetka Ave and Victory Blvd	577	1684	1215	1743	1030	1583	1039	1566
109	Winnetka Ave and Busway	577	0	1030	57	1081	0	577	4
110	Fallbrook Ave and Oxnard St	912	443	749	128	973	400	594	265
111	Winnetka Ave and Calvert St	1039	10	1330	159	1215	78	1116	129
112	Winnetka Ave and Oxnard St	1116	292	1051	534	1330	358	892	411
113	Fallbrook Ave and Burbank Blvd	594	613	895	544	749	495	528	873
114	Winnetka Ave and Hatteras St	892	45	1176	0	1051	125	938	0
115	Winnetka Ave and Clark St	938	0	1290	96	1176	0	1022	126
116	Winnetka Ave and 101 Ventura Fwy WB	1022	618	940	0	1290	0	998	292
117	Winnetka Ave and 101 Ventura Fwy EB	998	0	949	482	940	659	830	0
118	Winnetka Ave and Ventura Blvd	830	1455	610	1758	949	1545	820	1339
119	Sale Ave and Ventura Blvd	0	736	0	492	0	492	0	736
120	Topanga Canyon Blvd and Mullholland Dr	874	76	1109	798	1789	133	852	83
121	Fallbrook Ave and Ventura Blvd	681	736	1150	208	1049	492	446	789
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	168	789	430	363	250	208	813	479
123	Tampa Ave and Ventura Blvd	1029	1444	156	1383	423	2047	224	1318
124	Tampa Ave and 101 Ventura Fwy EB	671	0	423	702	767	0	1029	0
125	Tampa Ave and 101 Ventura Fwy WB	832	806	767	0	1103	0	671	631
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	1471	278	2047	984	1187	180	1444
127	Topham St/Busway and Victory Blvd	0	1028	655	1583	0	969	614	1684
128	Corbin Ave and Victory Blvd	1048	1145	1528	969	1283	1168	1211	1028
129	Tampa Ave and Victory Blvd	473	1575	624	1272	528	1513	595	1307
130	Burbank Blvd and Ventura Blvd	385	977	1361	1522	565	793	739	2148
131	Reseda Blvd and Burbank Blvd	821	942	1125	565	509	1615	942	385
132	Reseda Blvd and 101 Ventura Fwy EB	663	0	509	588	941	0	821	0
133	Reseda Blvd and 101 Ventura Fwy WB	892	631	941	0	1309	0	663	492
134	101 Ventura Fwy EB and Burbank Blvd	0	942	0	1615	0	924	691	942
135	Canoga Ave and Nordhoff St	272	1420	801	680	432	1348	769	625
136	De Soto Ave and Nordhoff St	1603	862	851	1348	1738	700	806	1420
137	Topanga Canyon Blvd and Parthenia St	1986	737	1957	0	2062	646	1972	0
138	Canoga Ave and Parthenia St	769	858	806	1245	801	872	688	1316
139	De Soto Ave and Parthenia St	1334	591	1301	543	1281	690	1261	537
140	Fallbrook Ave and Roscoe Blvd	381	1052	758	487	367	810	744	757
141	Shoup Ave and Roscoe Blvd	378	1349	553	810	482	1143	415	1052
142	Canoga Ave and Roscoe Blvd	843	1257	963	906	988	1271	744	966
143	De Soto Ave and Roscoe Blvd	1273	1002	1440	1271	1393	1097	1238	1257
144	Mason Ave and Roscoe Blvd	1217	1045	1222	1097	1333	1075	1171	1002
145	Winnetka Ave and Roscoe Blvd	971	1137	1110	1075	959	1140	1148	1045
146	Fallbrook Ave and Saticoy St	858	561	1209	217	899	459	1125	364
147	Shoup Ave and Saticoy St	307	810	891	622	464	760	562	844
148	Mason Ave and Saticoy St	987	918	1299	1105	1295	1134	1017	862
149	Winnetka Ave and Saticoy St	832	1164	1240	1068	902	1366	1032	1006
150	Fallbrook Av and Sherman Way	871	1039	1167	751	940	801	931	1155
151	Winnetka Ave and Sherman Way	1057	2484	1100	2412	1323	2468	911	2351
152	Woodlake Ave and Burbank Blvd	353	873	480	358	403	544	461	657

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT WITH VICTORY BLVD FUTURE BASE CORRIDOR IMPRV. PM
MODEL VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1016	691	1953	691	1635	718	960	1037
2	Canoga Ave and Vanowen St	828	803	1689	953	1256	1275	994	747
3	De Soto Ave and Vanowen St	1021	715	1421	1040	1442	1106	848	802
4	Topanga Canyon Blvd and Victory Blvd	1059	921	2247	965	2042	1025	1257	867
5	Canoga Ave and Victory Blvd	678	2151	1620	2110	1253	2474	1095	1737
6	De Soto Ave and Victory Blvd	1007	2111	1339	3341	1828	2817	875	2278
7	Topanga Canyon Blvd and Erwin St	1217	371	2214	585	1878	212	1437	861
8	Owensmouth Ave and Erwin St	514	768	598	1313	910	823	427	1034
9	Canoga Ave and Erwin St	1549	715	1735	716	2043	661	1365	646
10	Variel Ave and Erwin St	271	457	463	774	692	422	235	614
11	De Soto Ave and Erwin St	998	0	1422	588	1419	0	1037	552
12	Topanga Canyon Blvd and Oxnard St	1225	997	2129	542	1960	634	1427	871
13	Canoga Ave and Oxnard St	1451	861	1909	731	1637	847	1758	709
14	De Soto Ave and Oxnard St	1155	384	1648	590	1522	571	1178	506
15	Topanga Canyon Blvd and Califa St	1447	634	1710	0	2055	389	1348	0
16	Owensmouth Ave and Califa St	579	694	510	423	318	531	793	565
17	Canoga Ave and Califa St	1726	472	1609	733	1613	392	1698	836
18	De Soto Ave and Califa St	1170	0	1058	642	1548	0	998	324
19	101 Ventura Fwy WB and Burbank Blvd	0	1320	0	502	0	502	840	480
20	Topanga Canyon Blvd and Burbank Blvd	1294	1304	2730	536	1688	941	1888	1348
21	Owensmouth Ave and Burbank Blvd	715	744	0	791	468	616	0	1166
22	Canoga Ave and Burbank Blvd	2058	42	1539	467	1841	40	1613	612
23	De Soto Ave and Burbank Blvd (N)	1050	0	1050	326	1079	0	1134	213
24	Canoga Ave and 101 Ventura Fwy WB	1638	610	645	0	1213	0	1681	0
25	De Soto Ave 101 Ventura Fwy WB	1503	598	794	0	1067	0	1609	218
26	Canoga Ave and 101 Ventura Fwy EB	1681	0	655	0	645	843	847	0
27	De Soto Ave and 101 Ventura Fwy EB	1609	0	759	241	794	803	1012	0
28	Topanga Canyon Blvd and Nordhoff St	2613	603	1926	0	2529	773	1839	0
29	Topanga Canyon Blvd and Roscoe Blvd	1568	1107	1313	1508	1785	1180	1146	1386
30	Topanga Canyon Blvd and Satcoy St	1193	957	1163	617	1405	905	920	701
31	Shoup Ave and Sherman Way	647	776	1016	857	953	696	572	1075
32	Topanga Canyon Blvd and Sherman Way	964	770	1258	696	1236	775	902	776
33	Owensmouth Ave and Sherman Way	206	838	739	677	356	1087	349	668
34	Canoga Ave and Sherman Way	575	1104	1279	1270	757	1560	911	1000
35	De Soto Ave and Sherman Way	1007	2065	1195	1822	1253	2849	844	1142
36	Fallbrook Ave and Vanowen St	880	474	1176	427	1206	406	871	475
37	Shoup Ave and Vanowen St	572	776	801	406	1016	521	543	474
38	Owensmouth Ave and Vanowen St	494	790	1163	929	1244	962	437	733
39	Variel Ave and Vanowen St	0	540	236	1132	0	848	288	771
40	Topanga Canyon Blvd and Kittridge St	966	0	1826	117	1944	0	856	110
41	Woodlake Ave and Victory Blvd	296	841	325	199	469	572	245	375
42	Fallbrook Ave and Victory Blvd	936	1116	1066	402	1167	750	964	639
43	Shoup Ave and Victory Blvd	422	913	1141	891	675	677	689	1326
44	Westfield Way (Pvt) and Victory Blvd	21	1124	0	1793	31	1748	0	1160
45	Owensmouth Ave and Victory Blvd	901	1338	1081	1748	1607	1579	757	1124
46	Variel Ave and Victory Blvd	0	2075	958	2473	0	3048	431	2028
47	Mason Ave and Victory Blvd	1542	1602	0	2817	1975	1874	0	2111
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	437	0	1809	300	1163	0	1157	227
49	Shoup Ave and Erwin St	689	713	703	0	1141	438	526	0
50	Shoup Ave and Oxnard St	582	491	844	393	783	291	776	461
51	Owensmouth Ave and Oxnard St	395	782	677	795	440	776	670	763
52	Shoup Ave and Burbank Blvd	647	196	1225	458	679	237	1028	581
53	Shoup Ave and Ventura Blvd	1028	1334	545	613	1225	888	558	849
54	101 Ventura Fwy EB and Ventura Blvd	0	751	548	898	515	925	0	757
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	1888	588	2178	0	2730	0	1924	0
56	Topanga Canyon Blvd and Ventura Blvd	1671	1360	1985	925	2126	1114	1950	751
57	Canoga Ave and Ventura Blvd	847	827	387	714	655	685	556	879
58	De Soto Ave/Serrania Ave and Ventura Blvd	1012	2131	529	1456	759	2375	597	1396
59	Topanga Canyon Blvd and Martinez St	1198	0	1465	0	1272	0	1392	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	994	0	1472	241	1689	0	798	219
61	De Soto Ave and Kittridge St	848	245	1828	213	1421	339	1007	367
62	Topanga Canyon Blvd and Village Dwy	1257	0	2519	275	2247	0	1615	189
63	Canoga Ave and Trillium Dwy (Pvt)	1095	294	2043	198	1620	295	1549	166
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	998	106	1079	193	1058	141	1050	127
65	Canoga Ave and Warner Ranch Rd (Pvt)	1698	347	1841	32	1609	192	2058	59
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1134	64	913	173	1050	91	1139	4
67	Owensmouth Ave and Promenade Dwy (Pvt)	427	169	440	77	598	107	395	14
68	Owensmouth Ave and West Valley Way (Pvt)	757	179	910	38	1081	131	514	158
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	763	118	1591	0	795	53	1624
71	Eton Ave and Vanowen St	0	771	31	1275	0	1132	143	803
72	Independence Ave and Vanowen St	0	802	192	848	0	1040	261	540
73	Variel Ave and Kittridge St	288	4	267	143	236	0	436	31
74	Variel Ave and Oxnard St	322	584	269	543	488	642	144	443
75	Variel Ave and Califa St	101	101	0	73	92	113	0	71
76	Warner Center Lane and Burbank Blvd	189	213	0	186	88	326	0	175
77	De Soto Ave and Clark St	1658	29	1067	0	1080	171	1503	0

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT WITH VICTORY BLVD FUTURE BASE CORRIDOR IMPRV. PM
MODEL VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	793	28	445	44	510	44	693	64
80	Topanga Canyon Blvd and Marylee St	1348	22	1701	0	1710	23	1337	0
81	Topanga Canyon Blvd and Calvert St	1437	452	1960	27	2214	239	1225	198
82	Topanga Canyon Blvd and Bassett St	1086	0	1635	86	1722	0	1016	70
83	Randi Ave and Victory Blvd	110	936	222	677	117	721	195	913
84	Glade Ave and Erwin St	26	820	130	396	125	405	44	800
85	Randi Ave/Nevada Ave and Erwin St	0	800	55	360	71	396	104	643
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	125	805	201	775	247	834	55	770
88	Remmet Ave and Sherman Way	146	866	317	1087	281	1124	173	838
89	Varie Ave and Sherman Way	13	1142	203	1615	4	1822	8	1141
90	Owensmouth Ave and Gault St	349	17	781	4	739	43	349	20
91	Owensmouth Ave and Hart St	349	67	918	85	781	56	405	178
92	De Soto Ave and Hart St	1017	0	1442	3	1439	0	1021	3
93	Mason Ave and Vanowen St	766	1058	1708	967	1104	1392	1387	617
94	Don Pio Dr and Ventura Blvd	0	879	483	1114	0	714	402	1360
95	Owensmouth Ave and Saticoy St	429	792	288	895	514	894	199	796
96	Canoga Ave and Saticoy St	801	1265	902	950	993	1493	738	693
97	Varie Ave and Saticoy St	0	1017	78	1403	0	1299	103	1096
98	De Soto Ave and Saticoy St	1311	672	1402	1299	1468	1040	1158	1017
99	Shoup Ave and Valerio St	613	429	953	0	1007	341	647	0
100	Topanga Canyon Blvd and Valerio St	920	0	1149	13	1163	0	909	10
101	Canoga Ave and Valerio St	738	107	990	73	902	161	706	139
102	Lurline Ave and Sherman Way	242	2393	0	2849	328	3091	0	2065
103	Mason Ave and Sherman Way	782	2827	1219	3091	1229	3531	766	2393
104	Owensmouth Ave and Wyandotte St	194	98	356	136	288	213	206	77
105	Sale Ave and Vanowen St	0	474	0	406	0	406	0	474
106	Winnetka Ave and Vanowen St	812	798	1262	1213	1146	1226	736	977
107	Sale Ave and Victory Blvd	363	1326	0	750	433	891	0	1116
108	Winnetka Ave and Victory Blvd	634	1772	1330	2134	1167	1938	1069	1696
109	Winnetka Ave and Busway	736	0	1167	100	1262	0	634	108
110	Fallbrook Ave and Oxnard St	964	525	865	162	1066	462	678	311
111	Winnetka Ave and Calvert St	1069	0	1330	0	1330	0	1069	0
112	Winnetka Ave and Oxnard St	1069	331	1107	675	1330	474	878	500
113	Fallbrook Ave and Burbank Blvd	678	664	964	590	865	523	574	935
114	Winnetka Ave and Hatteras St	878	55	1349	0	1107	242	933	0
115	Winnetka Ave and Clark St	933	0	1328	247	1349	0	988	169
116	Winnetka Ave and 101 Ventura Fwy WB	988	622	1025	0	1328	0	1027	281
117	Winnetka Ave and 101 Ventura Fwy EB	1027	0	1136	467	1025	683	922	0
118	Winnetka Ave and Ventura Blvd	922	1475	735	1968	1136	1695	897	1373
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mullholland Dr	1003	102	1057	845	1787	100	1006	114
121	Fallbrook Ave and Ventura Blvd	716	849	1361	262	1112	613	549	914
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	161	914	413	410	287	262	843	507
123	Tampa Ave and Ventura Blvd	989	1524	174	1613	414	2250	237	1399
124	Tampa Ave and 101 Ventura Fwy EB	645	0	414	693	764	0	989	0
125	Tampa Ave and 101 Ventura Fwy WB	844	757	764	0	1088	0	645	632
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	1532	312	2250	952	1408	209	1524
127	Topham St/Busway and Victory Blvd	0	1123	649	1938	0	1290	648	1772
128	Corbin Ave and Victory Blvd	1142	1235	1660	1290	1361	1447	1396	1123
129	Tampa Ave and Victory Blvd	501	1699	639	1609	558	1896	592	1403
130	Burbank Blvd and Ventura Blvd	397	1058	1293	1761	638	926	741	2202
131	Reseda Blvd and Burbank Blvd	776	929	1193	638	472	1700	968	397
132	Reseda Blvd and 101 Ventura Fwy EB	615	0	472	580	891	0	776	0
133	Reseda Blvd and 101 Ventura Fwy WB	893	644	891	0	1329	0	615	483
134	101 Ventura Fwy EB and Burbank Blvd	0	930	0	1700	0	1093	607	929
135	Canoga Ave and Nordhoff St	382	1408	929	712	483	1484	832	630
136	De Soto Ave and Nordhoff St	1616	851	797	1484	1711	807	823	1408
137	Topanga Canyon Blvd and Parthenia St	1839	949	2060	0	1926	951	1971	0
138	Canoga Ave and Parthenia St	832	958	863	1397	929	990	700	1432
139	De Soto Ave and Parthenia St	1387	664	1433	600	1271	887	1343	583
140	Fallbrook Ave and Roscoe Blvd	398	1048	800	669	420	962	745	787
141	Shoup Ave and Roscoe Blvd	422	1339	557	962	490	1269	474	1048
142	Canoga Ave and Roscoe Blvd	903	1305	872	1072	1098	1405	652	996
143	De Soto Ave and Roscoe Blvd	1155	1062	1460	1553	1305	1270	1205	1450
144	Mason Ave and Roscoe Blvd	1326	1162	1314	1270	1448	1292	1270	1062
145	Winnetka Ave and Roscoe Blvd	1018	1220	1254	1292	1043	1393	1186	1162
146	Fallbrook Ave and Saticoy St	850	616	1307	282	941	546	1138	430
147	Shoup Ave and Saticoy St	344	857	1007	726	492	908	613	921
148	Mason Ave and Saticoy St	1047	1080	1435	1247	1410	1459	1052	889
149	Winnetka Ave and Saticoy St	860	1286	1383	1369	1035	1637	1075	1150
150	Fallbrook Av and Sherman Way	883	1075	1206	913	1030	857	880	1309
151	Winnetka Ave and Sherman Way	885	2903	1235	2948	1211	3275	937	2548
152	Woodlake Ave and Burbank Blvd	368	935	571	342	453	590	504	669

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT PM MODEL DIFFERENCE (WITH VICTORY BLVD WIDENING - WITHOUT VICTORY BLVD WIDENING)

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	-22	-30	-34	0	-30	-22	-29	-7
2	Canoga Ave and Vanowen St	-14	-55	-25	-56	-1	-86	-27	-36
3	De Soto Ave and Vanowen St	14	-13	120	-85	70	-37	47	-43
4	Topanga Canyon Blvd and Victory Blvd	-20	97	24	56	-7	155	10	-2
5	Canoga Ave and Victory Blvd	-14	314	-11	354	-37	393	2	284
6	De Soto Ave and Victory Blvd	64	40	-95	387	74	126	-107	301
7	Topanga Canyon Blvd and Erwin St	9	9	20	-5	35	9	-3	-8
8	Owensmouth Ave and Erwin St	92	-77	-5	-12	47	-50	-11	13
9	Canoga Ave and Erwin St	3	-66	-5	-49	-12	-74	11	-42
10	Variel Ave and Erwin St	-10	-63	-28	-32	18	-86	-33	-34
11	De Soto Ave and Erwin St	-97	0	-10	-86	-97	0	-32	-63
12	Topanga Canyon Blvd and Oxnard St	-2	-20	21	0	11	-14	3	-2
13	Canoga Ave and Oxnard St	46	-66	-40	-36	-6	-52	-5	-34
14	De Soto Ave and Oxnard St	-33	-12	38	-75	-10	-15	10	-66
15	Topanga Canyon Blvd and Califa St	2	-12	28	0	20	4	-4	0
16	Owensmouth Ave and Califa St	-16	-16	-26	0	-26	-26	9	-16
17	Canoga Ave and Califa St	-5	0	-47	-27	-37	-2	-24	-16
18	De Soto Ave and Califa St	9	0	25	8	36	0	7	-1
19	101 Ventura Fwy WB and Burbank Blvd	0	10	0	-5	0	-5	1	10
20	Topanga Canyon Blvd and Burbank Blvd	-4	-7	5	-5	33	-46	-8	11
21	Owensmouth Ave and Burbank Blvd	10	-19	0	-49	-30	-21	0	-7
22	Canoga Ave and Burbank Blvd	-24	-3	-26	-21	-43	-1	-12	-19
23	De Soto Ave and Burbank Blvd (N)	5	0	16	0	25	0	2	-6
24	Canoga Ave and 101 Ventura Fwy WB	-8	-5	-8	0	-22	0	2	0
25	De Soto Ave 101 Ventura Fwy WB	1	-3	3	0	6	0	3	-9
26	Canoga Ave and 101 Ventura Fwy EB	2	0	-17	0	-8	-14	6	0
27	De Soto Ave and 101 Ventura Fwy EB	3	0	4	-7	3	-3	-1	0
28	Topanga Canyon Blvd and Nordhoff St	-3	-7	5	0	-2	-3	-1	0
29	Topanga Canyon Blvd and Roscoe Blvd	-15	-11	-13	7	10	-15	-15	-12
30	Topanga Canyon Blvd and Salicoy St	-7	-12	-4	-12	-8	-4	-15	-7
31	Shoup Ave and Sherman Way	-3	8	-12	4	-18	10	-4	9
32	Topanga Canyon Blvd and Sherman Way	-2	-6	9	10	6	11	-13	8
33	Owensmouth Ave and Sherman Way	-4	-22	-10	-21	-16	-13	-17	-11
34	Canoga Ave and Sherman Way	1	-43	-19	-16	-18	-27	1	-33
35	De Soto Ave and Sherman Way	11	-33	55	-35	11	23	23	-60
36	Fallbrook Ave and Vanowen St	-7	-31	-9	-9	-12	-13	-5	-25
37	Shoup Ave and Vanowen St	-4	-10	-34	-13	-12	-9	-10	-31
38	Owensmouth Ave and Vanowen St	-34	-42	-66	-24	-33	-60	-39	-34
39	Variel Ave and Vanowen St	0	-56	3	-74	0	-84	10	-54
40	Topanga Canyon Blvd and Kittridge St	-27	0	-30	-4	-32	0	-15	-12
41	Woodlake Ave and Victory Blvd	-3	9	3	6	-8	2	-2	24
42	Fallbrook Ave and Victory Blvd	-3	9	0	5	-3	13	-7	9
43	Shoup Ave and Victory Blvd	-9	-11	2	13	-33	21	-1	8
44	Westfield Way (Pvt) and Victory Blvd	0	252	0	163	0	161	0	255
45	Owensmouth Ave and Victory Blvd	-36	287	35	161	-91	346	-61	252
46	Variel Ave and Victory Blvd	0	300	-31	450	0	405	-7	322
47	Mason Ave and Victory Blvd	0	-20	0	126	66	-1	0	40
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	-39	0	-91	3	-66	0	-40	-20
49	Shoup Ave and Erwin St	-1	-4	16	0	2	3	5	0
50	Shoup Ave and Oxnard St	5	-8	19	-4	16	0	1	-3
51	Owensmouth Ave and Oxnard St	-23	-22	-21	-15	-25	-22	-15	-19
52	Shoup Ave and Burbank Blvd	5	13	33	5	29	-7	4	29
53	Shoup Ave and Ventura Blvd	4	31	-4	-6	33	0	1	-9
54	101 Ventura Fwy EB and Ventura Blvd	0	2	1	-9	-4	-4	0	4
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	-8	11	-14	0	5	0	-17	0
56	Topanga Canyon Blvd and Ventura Blvd	-3	-13	3	-4	12	-25	-8	2
57	Canoga Ave and Ventura Blvd	6	-26	0	-20	-17	-17	8	-14
58	De Soto Ave/Serrania Ave and Ventura Blvd	-1	-7	-4	-15	4	-11	6	-28
59	Topanga Canyon Blvd and Martinez St	-5	0	0	0	1	0	-5	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	-27	0	-36	12	-25	0	-24	-3
61	De Soto Ave and Kittridge St	47	50	74	0	120	-2	64	-11
62	Topanga Canyon Blvd and Village Dwy	10	0	34	-13	24	0	4	2
63	Canoga Ave and Trillium Dwy (Pvt)	2	1	-12	-2	-11	-1	3	-1
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	7	1	25	-1	25	0	5	1
65	Canoga Ave and Warner Ranch Rd (Pvt)	-24	0	-43	0	-47	4	-24	0
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	2	0	8	10	16	2	3	0
67	Owensmouth Ave and Promenade Dwy (Pvt)	-11	-16	-25	7	-5	-16	-23	0
68	Owensmouth Ave and West Valley Way (Pvt)	-61	-12	47	0	35	0	92	-154
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	-19	0	-16	0	-15	0	-20
71	Eton Ave and Vanowen St	0	-54	-2	-86	0	-74	-12	-55
72	Independence Ave and Vanowen St	0	-43	0	-84	0	-85	12	-56
73	Variel Ave and Kittridge St	10	0	1	-12	3	0	-1	-2
74	Variel Ave and Oxnard St	-3	-68	-5	-52	12	-51	-24	-67
75	Variel Ave and Califa St	-4	-9	0	0	-8	-2	0	-2
76	Warner Center Lane and Burbank Blvd	-3	-6	0	2	-3	0	0	-3
77	De Soto Ave and Clark St	-12	-6	6	0	5	-18	1	0

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT PM MODEL DIFFERENCE (WITH VICTORY BLVD WIDENING - WITHOUT VICTORY BLVD WIDENING)

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	9	0	-27	0	-26	0	10	0
80	Topanga Canyon Blvd and Marylee St	-4	0	29	0	28	0	-5	0
81	Topanga Canyon Blvd and Calvert St	-3	13	11	0	20	-1	-2	4
82	Topanga Canyon Blvd and Bassett St	-25	0	-30	-9	-38	0	-22	-2
83	Randi Ave and Victory Blvd	-12	-8	13	21	-4	28	1	-11
84	Glade Ave and Erwin St	6	-5	7	1	11	1	-1	0
85	Randi Ave/Nevada Ave and Erwin St	0	0	5	4	12	1	-2	-4
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	-3	-16	-27	11	-2	-16	-11	-6
88	Remmet Ave and Sherman Way	0	-32	-15	-13	-6	-24	-9	-22
89	Variel Ave and Sherman Way	-5	-60	-9	-19	1	-35	-2	-55
90	Owensmouth Ave and Gault St	-17	-2	-12	-5	-10	-9	-22	5
91	Owensmouth Ave and Hart St	-22	-10	-28	2	-12	-33	-14	3
92	De Soto Ave and Hart St	28	0	70	-14	78	0	14	-7
93	Mason Ave and Vanowen St	16	-17	16	-36	-16	19	-10	-12
94	Don Pio Dr and Ventura Blvd	0	-14	0	-25	0	-20	-5	-13
95	Owensmouth Ave and Satcoy St	1	-15	-6	-19	0	-20	0	-20
96	Canoga Ave and Satcoy St	-6	-9	-12	-31	-6	-36	3	-21
97	Variel Ave and Satcoy St	0	-14	0	-33	0	-34	0	-13
98	De Soto Ave and Satcoy St	6	-13	7	-34	1	-34	11	-14
99	Shoup Ave and Valerio St	-4	5	-18	0	-13	-2	-3	0
100	Topanga Canyon Blvd and Valerio St	-15	0	-4	0	-4	0	-19	3
101	Canoga Ave and Valerio St	3	-7	-36	-1	-12	-26	-8	4
102	Lurline Ave and Sherman Way	0	-36	0	23	-2	22	0	-33
103	Mason Ave and Sherman Way	-14	23	-18	22	-6	38	16	-36
104	Owensmouth Ave and Wyandotte St	3	-19	-16	-10	-6	-27	-4	-5
105	Sale Ave and Vanowen St	0	-31	0	-13	0	-13	0	-31
106	Winnetka Ave and Vanowen St	7	-7	12	19	26	7	14	-16
107	Sale Ave and Victory Blvd	1	8	0	13	0	13	0	9
108	Winnetka Ave and Victory Blvd	0	-6	-3	-2	10	6	-12	-15
109	Winnetka Ave and Busway	14	0	10	3	12	0	0	16
110	Fallbrook Ave and Oxnard St	-7	1	-3	0	0	-4	-4	0
111	Winnetka Ave and Calvert St	-12	0	-3	0	-3	0	-12	0
112	Winnetka Ave and Oxnard St	-12	-2	2	-10	-3	3	-14	-9
113	Fallbrook Ave and Burbank Blvd	-4	23	-23	5	-3	5	-4	5
114	Winnetka Ave and Hatteras St	-14	2	-1	0	2	-4	-11	0
115	Winnetka Ave and Clark St	-11	0	6	-16	-1	0	-11	-11
116	Winnetka Ave and 101 Ventura Fwy WB	-11	-1	-21	0	6	0	-37	0
117	Winnetka Ave and 101 Ventura Fwy EB	-37	0	2	-18	-21	-5	-27	0
118	Winnetka Ave and Ventura Blvd	-27	10	21	-33	2	-18	-4	-7
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mullholland Dr	3	-1	-1	-6	-5	0	1	-1
121	Fallbrook Ave and Ventura Blvd	-3	-9	3	-2	-23	-6	10	7
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	-7	7	-4	-2	4	-2	7	-14
123	Tampa Ave and Ventura Blvd	-4	3	0	0	-1	-12	-8	20
124	Tampa Ave and 101 Ventura Fwy EB	-2	0	-1	3	4	0	-4	0
125	Tampa Ave and 101 Ventura Fwy WB	14	-19	4	0	-16	0	-2	17
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	0	5	0	-12	12	-24	1	3
127	Topham St/Busway and Victory Blvd	0	-6	1	6	0	17	-10	-6
128	Corbin Ave and Victory Blvd	20	-15	-36	17	-25	-6	23	-6
129	Tampa Ave and Victory Blvd	-3	-5	14	-3	13	-4	10	-16
130	Burbank Blvd and Ventura Blvd	-5	4	16	0	5	9	-1	1
131	Reseda Blvd and Burbank Blvd	21	-13	-16	5	15	-7	-5	-5
132	Reseda Blvd and 101 Ventura Fwy EB	9	0	15	0	2	0	21	0
133	Reseda Blvd and 101 Ventura Fwy WB	-15	17	2	0	5	0	9	-10
134	101 Ventura Fwy EB and Burbank Blvd	0	-12	0	-7	0	1	-8	-13
135	Canoga Ave and Nordhoff St	7	-2	-6	-4	6	-6	1	-8
136	De Soto Ave and Nordhoff St	-4	3	15	-6	10	-8	9	-2
137	Topanga Canyon Blvd and Parthenia St	-1	0	-18	0	5	-18	-5	0
138	Canoga Ave and Parthenia St	1	-3	-7	-11	-6	-18	-1	4
139	De Soto Ave and Parthenia St	9	-6	12	-20	15	-25	9	-4
140	Fallbrook Ave and Roscoe Blvd	-2	2	-3	-10	2	-15	7	-7
141	Shoup Ave and Roscoe Blvd	14	-5	9	-15	-27	16	11	2
142	Canoga Ave and Roscoe Blvd	-1	-11	-5	-15	-7	-7	-6	-10
143	De Soto Ave and Roscoe Blvd	9	-10	3	-10	11	-11	6	-13
144	Mason Ave and Roscoe Blvd	-3	2	-30	-11	-36	-18	22	-10
145	Winnetka Ave and Roscoe Blvd	0	-12	52	-18	-3	41	-18	2
146	Fallbrook Ave and Satcoy St	6	-2	8	-2	-3	2	7	6
147	Shoup Ave and Satcoy St	6	-14	-13	2	2	-15	-4	-1
148	Mason Ave and Satcoy St	17	4	-6	-33	-26	36	-14	-12
149	Winnetka Ave and Satcoy St	-15	-46	40	36	38	-6	-21	4
150	Fallbrook Av and Sherman Way	7	9	-12	4	8	4	-7	1
151	Winnetka Ave and Sherman Way	-20	34	27	38	40	5	10	24
152	Woodlake Ave and Burbank Blvd	-3	5	5	0	4	5	-10	6

ADD TO 2035 WITH PROJECT-WITHOUT VICTORY MODEL RES

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL ADJUSTED 2035 WITH PROJECT UNMITIGATED PM LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	2,264	1,417	1,464	2,015	892	1,050	1,011	1,149
2	Canoga Ave and Vanowen St	2,194	1,279	1,366	1,905	1,137	1,086	1,126	1,552
3	De Soto Ave and Vanowen St	2,014	1,269	1,404	2,078	1,824	1,294	1,277	1,879
4	Topanga Canyon Blvd and Victory Blvd	2,385	1,580	1,401	2,271	1,448	1,198	1,473	1,657
5	Canoga Ave and Victory Blvd	2,214	1,368	1,321	1,944	2,442	1,979	2,055	2,516
6	De Soto Ave and Victory Blvd	1,777	1,213	1,217	2,026	3,340	1,919	1,720	2,896
7	Topanga Canyon Blvd and Erwin St	2,323	1,727	1,486	2,157	594	832	762	449
8	Owensmouth Ave and Erwin St	937	641	950	1,232	1,328	1,137	658	863
9	Canoga Ave and Erwin St	2,050	1,412	1,596	2,374	756	674	673	615
10	Variel Ave and Erwin St	684	478	582	929	773	406	302	527
11	De Soto Ave and Erwin St	2,039	1,426	1,386	2,200	644	413	35	70
12	Topanga Canyon Blvd and Oxnard St	2,418	1,971	1,500	2,071	832	1,058	1,319	969
13	Canoga Ave and Oxnard St	2,064	1,592	1,464	1,973	1,120	786	711	1,006
14	De Soto Ave and Oxnard St	2,190	1,742	1,501	2,075	970	455	278	668
15	Topanga Canyon Blvd and Califa St	2,213	1,761	2,033	2,486	0	0	230	231
16	Owensmouth Ave and Califa St	430	768	670	725	277	238	628	431
17	Canoga Ave and Califa St	2,141	2,035	1,790	2,119	687	413	391	441
18	De Soto Ave and Califa St	2,187	1,971	1,870	2,244	388	229	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,252	0	0	418	621	1,705	376
20	Topanga Canyon Blvd and Burbank Blvd	3,175	1,762	1,635	2,177	409	1,679	1,481	535
21	Owensmouth Ave and Burbank Blvd	365	174	721	420	711	1,340	911	742
22	Canoga Ave and Burbank Blvd	1,963	1,920	1,705	1,918	708	1,105	910	437
23	De Soto Ave and Burbank Blvd (N)	1,612	2,322	2,102	1,965	1,209	306	0	0
24	Canoga Ave and 101 Ventura Fwy WB	849	2,071	1,839	1,541	0	0	923	0
25	De Soto Ave 101 Ventura Fwy WB	1,228	1,950	2,357	1,553	0	829	748	0
26	Canoga Ave and 101 Ventura Fwy EB	1,156	1,154	2,090	843	0	0	0	1,248
27	De Soto Ave and 101 Ventura Fwy EB	1,148	1,080	1,910	1,249	859	0	0	1,100
28	Topanga Canyon Blvd and Nordhoff St	1,818	1,861	3,174	3,061	173	207	648	319
29	Topanga Canyon Blvd and Roscoe Blvd	1,289	1,959	2,232	1,665	1,746	1,859	1,381	1,551
30	Topanga Canyon Blvd and Satcoy St	2,188	1,402	1,550	2,138	1,423	1,373	1,389	1,637
31	Shoup Ave and Sherman Way	1,615	873	949	1,605	1,528	857	672	1,428
32	Topanga Canyon Blvd and Sherman Way	2,168	1,633	1,449	2,084	1,608	1,315	1,423	1,618
33	Owensmouth Ave and Sherman Way	816	580	447	573	1,297	1,165	1,227	1,470
34	Canoga Ave and Sherman Way	1,941	1,311	1,181	1,762	1,757	1,501	1,647	1,952
35	De Soto Ave and Sherman Way	2,110	1,317	1,415	2,277	2,393	1,360	1,454	2,576
36	Fallbrook Ave and Vanowen St	2,049	1,656	1,669	2,004	196	201	114	125
37	Shoup Ave and Vanowen St	1,736	853	832	1,775	1,072	985	945	971
38	Owensmouth Ave and Vanowen St	1,404	760	811	1,229	1,442	1,178	1,259	1,749
39	Variel Ave and Vanowen St	209	126	35	35	1,870	1,241	1,171	1,881
40	Topanga Canyon Blvd and Kittridge St	2,066	1,457	1,477	2,181	162	111	244	193
41	Woodlake Ave and Victory Blvd	332	144	376	622	1,050	1,257	1,087	968
42	Fallbrook Ave and Victory Blvd	1,515	1,252	1,720	1,926	1,300	1,683	1,411	1,154
43	Shoup Ave and Victory Blvd	1,799	965	928	1,715	1,173	1,353	1,325	1,191
44	Westfield Way (Pvt) and Victory Blvd	171	122	298	326	2,345	1,894	1,836	2,046
45	Owensmouth Ave and Victory Blvd	1,679	890	1,134	1,764	1,985	1,873	1,815	2,085
46	Variel Ave and Victory Blvd	881	431	0	0	2,940	2,093	1,889	3,188
47	Mason Ave and Victory Blvd	507	409	707	1,142	3,321	1,960	1,623	2,629
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	1,936	1,296	823	1,304	223	360	0	0
49	Shoup Ave and Erwin St	1,614	1,098	991	1,840	23	43	655	306
50	Shoup Ave and Oxnard St	1,459	971	1,004	1,504	1,469	923	1,105	1,639
51	Owensmouth Ave and Oxnard St	720	599	520	693	976	932	749	861
52	Shoup Ave and Burbank Blvd	1,460	856	951	1,454	373	441	367	399
53	Shoup Ave and Ventura Blvd	745	360	920	1,448	1,251	1,718	2,451	1,733
54	101 Ventura Fwy EB and Ventura Blvd	1,784	28	0	1,102	1,729	1,047	1,120	2,413
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to NB)	2,397	2,302	1,811	3,145	618	0	740	0
56	Topanga Canyon Blvd and Ventura Blvd	1,975	1,448	1,393	2,733	1,725	998	1,295	1,708
57	Canoga Ave and Ventura Blvd	566	697	1,114	1,140	1,878	1,641	1,408	1,488
58	De Soto Ave/Serrania Ave and Ventura Blvd	363	397	1,099	1,099	1,497	1,447	1,726	1,972
59	Topanga Canyon Blvd and Martinez St	1,566	1,411	1,291	1,794	60	36	34	19
60	Canoga Ave and Rocketdyne Dwy (Pvt)	2,106	1,060	1,145	2,128	172	155	30	19
61	De Soto Ave and Kittridge St	2,054	1,258	1,240	2,026	246	220	237	273
62	Topanga Canyon Blvd and Village Dwy	2,672	1,846	1,497	2,238	159	126	28	14
63	Canoga Ave and Trillium Dwy (Pvt)	2,332	1,686	1,439	2,206	137	60	321	278
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	2,172	1,962	1,937	2,135	138	119	83	114
65	Canoga Ave and Warner Ranch Rd (Pvt)	1,772	2,011	2,012	1,895	8	30	258	131
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1,792	2,039	2,201	1,865	333	160	174	297
67	Owensmouth Ave and Promenade Dwy (Pvt)	918	643	685	880	184	135	98	71
68	Owensmouth Ave and West Valley Way (Pvt)	1,309	853	851	1,583	317	41	124	70
69	Canoga Ave and Busway	1,992	1,272	1,251	1,977	0	0	23	18
70	AMC Dwy and Oxnard St	161	96	161	324	1,796	1,738	1,096	976
71	Eton Ave and Vanowen St	125	376	16	2	2,215	1,303	1,276	1,949
72	Independence Ave and Vanowen St	83	192	44	82	1,879	1,232	1,401	1,907
73	Variel Ave and Kittridge St	82	197	105	89	230	77	86	169
74	Variel Ave and Oxnard St	503	216	501	576	1,021	467	469	1,234
75	Variel Ave and Califa St	43	8	207	382	389	138	139	245
76	Warner Center Lane and Burbank Blvd	0	0	214	59	925	587	432	940
77	De Soto Ave and Clark St	1,668	2,405	2,568	1,637	0	0	36	230

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL ADJUSTED 2035 WITH PROJECT UNMITIGATED PM LINK VOLUMES FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	442	46	574	783	598	785
79	Owensmouth Ave and Marylee St	423	767	766	426	82	70	18	35
80	Topanga Canyon Blvd and Marylee St	2,213	1,751	1,787	2,242	0	0	91	123
81	Topanga Canyon Blvd and Calvert St	2,129	1,616	1,818	2,256	88	301	464	326
82	Topanga Canyon Blvd and Bassett St	2,101	1,382	1,459	2,182	218	215	0	0
83	Randi Ave and Victory Blvd	152	135	74	87	1,207	1,362	1,243	1,140
84	Glade Ave and Erwin St	257	115	151	117	329	802	770	371
85	Randi Ave/Nevada Ave and Erwin St	92	112	62	173	327	701	864	348
86	Topanga Canyon Blvd and Clarendon St	2,612	1,377	1,746	3,222	526	264	382	402
87	Jordan Ave and Sherman Way	234	114	230	269	1,369	1,150	1,256	1,556
88	Remmet Ave and Sherman Way	393	180	88	163	1,499	1,175	1,317	1,355
89	Variel Ave and Sherman Way	225	145	203	254	1,674	1,222	1,282	1,804
90	Owensmouth Ave and Gault St	876	601	579	826	92	102	116	134
91	Owensmouth Ave and Hart St	1,036	714	626	937	170	200	105	87
92	De Soto Ave and Hart St	1,993	1,506	1,527	2,007	95	82	79	134
93	Mason Ave and Vanowen St	823	826	956	1,008	1,821	1,217	1,119	1,653
94	Don Pio Dr and Ventura Blvd	154	194	301	263	1,544	1,614	1,716	1,637
95	Owensmouth Ave and Satcoy St	529	385	475	596	1,427	1,010	1,060	1,499
96	Canoga Ave and Satcoy St	1,553	1,262	1,334	1,553	1,515	1,106	1,211	1,691
97	Variel Ave and Satcoy St	189	135	166	173	1,586	1,137	1,073	1,571
98	De Soto Ave and Satcoy St	2,029	1,415	1,521	1,702	1,757	1,051	914	1,680
99	Shoup Ave and Valerio St	1,265	728	706	1,179	103	124	55	102
100	Topanga Canyon Blvd and Valerio St	1,802	1,477	1,475	1,858	139	112	150	148
101	Canoga Ave and Valerio St	1,477	1,302	1,308	1,518	243	117	194	244
102	Lurline Ave and Sherman Way	64	103	122	146	1,905	1,297	1,356	1,905
103	Mason Ave and Sherman Way	1,043	950	1,070	1,278	1,907	1,347	1,573	2,314
104	Owensmouth Ave and Wyandotte St	592	430	395	558	139	95	85	128
105	Sale Ave and Vanowen St	67	84	41	58	973	912	923	956
106	Winnetka Ave and Vanowen St	1,544	1,126	1,087	1,498	1,445	1,059	1,191	1,582
107	Sale Ave and Victory Blvd	74	30	63	83	1,183	1,389	1,406	1,218
108	Winnetka Ave and Victory Blvd	1,465	1,065	1,111	1,506	2,410	1,637	1,554	2,333
109	Winnetka Ave and Busway	1,486	1,062	1,164	1,530	57	118	17	17
110	Fallbrook Ave and Oxnard St	1,646	1,275	1,220	1,755	149	225	559	320
111	Winnetka Ave and Calvert St	1,330	1,186	1,029	1,403	180	310	78	0
112	Winnetka Ave and Oxnard St	1,379	1,145	1,158	1,363	836	353	148	625
113	Fallbrook Ave and Burbank Blvd	1,467	1,147	1,262	1,615	322	439	434	286
114	Winnetka Ave and Hatteras St	1,596	1,022	1,190	1,446	29	30	53	168
115	Winnetka Ave and Clark St	1,492	1,381	1,118	1,586	232	129	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	1,064	1,044	1,247	1,430	0	597	881	0
117	Winnetka Ave and 101 Ventura Fwy EB	1,085	865	1,022	1,113	524	0	0	653
118	Winnetka Ave and Ventura Blvd	584	554	941	1,032	1,965	1,298	1,331	1,938
119	Sale Ave and Ventura Blvd	95	37	90	95	1,206	2,151	2,162	1,269
120	Topanga Canyon Blvd and Mullholland Dr	1,189	804	1,317	1,422	835	916	121	124
121	Fallbrook Ave and Ventura Blvd	969	505	1,098	1,457	641	1,531	1,849	1,063
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	285	782	258	308	540	680	1,426	635
123	Tampa Ave and Ventura Blvd	199	234	946	664	1,801	1,268	1,396	2,100
124	Tampa Ave and 101 Ventura Fwy EB	665	945	767	1,338	851	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	1,256	839	948	1,387	0	613	914	0
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	387	212	0	818	2,082	1,488	1,497	1,627
127	Topham St/Busway and Victory Blvd	372	376	18	17	2,298	1,619	1,336	1,942
128	Corbin Ave and Victory Blvd	1,069	654	734	1,243	1,936	1,391	1,584	2,035
129	Tampa Ave and Victory Blvd	1,332	1,022	1,101	1,321	1,674	1,705	1,669	1,912
130	Burbank Blvd and Ventura Blvd	193	203	397	302	1,542	1,569	1,365	1,307
131	Reseda Blvd and Burbank Blvd	1,525	1,156	1,828	1,526	690	619	880	1,413
132	Reseda Blvd and 101 Ventura Fwy EB	1,462	2,004	1,569	1,951	925	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	1,951	1,569	1,217	1,701	0	743	1,089	0
134	101 Ventura Fwy EB and Burbank Blvd	0	939	0	0	1,664	806	807	959
135	Canoga Ave and Nordhoff St	1,078	872	846	862	676	657	1,152	1,155
136	De Soto Ave and Nordhoff St	1,915	1,540	1,702	2,170	1,542	1,236	1,159	1,394
137	Topanga Canyon Blvd and Parthenia St	2,281	1,986	2,119	2,168	10	47	608	825
138	Canoga Ave and Parthenia St	1,310	893	867	1,091	766	646	853	1,168
139	De Soto Ave and Parthenia St	1,679	1,638	1,658	1,990	1,030	873	966	1,187
140	Fallbrook Ave and Roscoe Blvd	771	965	475	205	929	928	1,389	1,393
141	Shoup Ave and Roscoe Blvd	798	540	187	205	1,364	1,343	1,549	1,637
142	Canoga Ave and Roscoe Blvd	1,526	1,393	1,190	1,362	1,404	980	1,110	1,472
143	De Soto Ave and Roscoe Blvd	1,644	1,422	1,628	2,010	1,544	1,256	1,061	1,501
144	Mason Ave and Roscoe Blvd	1,134	1,261	1,307	1,222	1,582	1,235	1,248	1,553
145	Winnetka Ave and Roscoe Blvd	1,332	1,303	1,333	1,277	1,467	1,300	1,315	1,568
146	Fallbrook Ave and Satcoy St	1,075	1,071	1,054	829	555	665	700	628
147	Shoup Ave and Satcoy St	1,150	738	583	813	620	734	722	790
148	Mason Ave and Satcoy St	1,255	1,004	1,113	1,287	1,520	1,190	1,248	1,657
149	Winnetka Ave and Satcoy St	1,359	1,179	1,284	1,366	1,555	1,259	1,182	1,573
150	Fallbrook Av and Sherman Way	1,259	1,484	1,109	1,215	1,189	954	825	1,022
151	Winnetka Ave and Sherman Way	1,441	1,090	1,338	1,697	1,892	1,345	1,529	2,118
152	Woodlake Ave and Burbank Blvd	339	209	171	215	310	411	411	327

ULTS

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) UNADJUSTED AM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	959	1,816	1,809	1,010	972	869	999	1,045
2	Canoga Ave and Vanowen St	1,063	1,514	1,226	1,141	1,058	816	1,257	1,128
3	De Soto Ave and Vanowen St	1,025	1,722	1,738	1,202	1,228	1,388	1,532	1,211
4	Topanga Canyon Blvd and Victory Blvd	1,123	1,877	1,770	948	1,126	950	1,071	1,345
5	Canoga Ave and Victory Blvd	926	1,691	1,457	928	1,552	1,717	1,776	1,353
6	De Soto Ave and Victory Blvd	988	1,982	1,908	951	1,484	2,283	2,353	1,516
7	Topanga Canyon Blvd and Erwin St	1,380	1,780	1,668	1,144	693	411	290	695
8	Owensmouth Ave and Erwin St	535	858	1,120	622	838	879	578	712
9	Canoga Ave and Erwin St	1,234	1,487	1,806	1,348	509	636	401	479
10	Variel Ave and Erwin St	273	520	733	347	397	549	297	286
11	De Soto Ave and Erwin St	1,541	2,410	2,473	1,508	234	346	49	31
12	Topanga Canyon Blvd and Oxnard St	1,720	1,893	1,590	1,348	840	397	515	1,027
13	Canoga Ave and Oxnard St	1,477	1,493	1,465	1,347	684	748	723	759
14	De Soto Ave and Oxnard St	1,606	2,662	2,548	1,568	294	773	783	226
15	Topanga Canyon Blvd and Califa St	1,875	1,805	1,975	1,826	0	0	82	318
16	Owensmouth Ave and Califa St	562	450	435	554	340	140	302	495
17	Canoga Ave and Califa St	1,811	1,438	1,565	1,613	368	523	267	436
18	De Soto Ave and Califa St	1,783	2,378	2,590	1,609	120	506	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,032	0	0	771	272	1,167	640
20	Topanga Canyon Blvd and Burbank Blvd	2,435	1,627	1,760	1,658	686	1,112	669	1,142
21	Owensmouth Ave and Burbank Blvd	166	242	532	490	1,119	822	657	921
22	Canoga Ave and Burbank Blvd	2,107	1,326	1,456	2,134	887	625	393	789
23	De Soto Ave and Burbank Blvd (N)	1,776	1,628	2,294	1,782	304	964	0	0
24	Canoga Ave and 101 Ventura Fwy WB	1,251	1,182	1,012	1,101	0	183	1,177	981
25	De Soto Ave 101 Ventura Fwy WB	1,708	1,354	1,790	2,201	0	700	751	0
26	Canoga Ave and 101 Ventura Fwy EB	1,222	750	1,117	1,027	0	0	0	590
27	De Soto Ave and 101 Ventura Fwy EB	958	773	1,406	1,629	1,134	0	0	1,095
28	Topanga Canyon Blvd and Nordhoff St	1,571	2,000	2,856	2,668	228	214	437	608
29	Topanga Canyon Blvd and Roscoe Blvd	1,164	1,596	2,283	1,504	1,557	2,020	1,421	1,234
30	Topanga Canyon Blvd and Saticoy St	1,165	1,803	1,948	1,114	968	916	838	1,086
31	Shoup Ave and Sherman Way	990	1,506	1,280	919	1,257	1,117	1,047	1,040
32	Topanga Canyon Blvd and Sherman Way	1,198	2,332	2,102	1,191	1,129	1,458	1,613	1,060
33	Owensmouth Ave and Sherman Way	318	1,092	790	231	958	1,287	1,550	1,007
34	Canoga Ave and Sherman Way	965	1,372	1,317	976	1,059	1,680	1,806	1,118
35	De Soto Ave and Sherman Way	1,107	1,816	1,776	1,061	1,294	1,585	1,678	1,411
36	Fallbrook Ave and Vanowen St	1,297	1,734	1,758	1,367	134	136	65	41
37	Shoup Ave and Vanowen St	913	1,475	1,453	983	981	900	893	884
38	Owensmouth Ave and Vanowen St	256	1,447	1,359	392	1,067	1,147	1,349	1,045
39	Variel Ave and Vanowen St	130	111	43	34	965	1,475	1,436	954
40	Topanga Canyon Blvd and Kittridge St	947	1,796	1,840	954	55	70	48	70
41	Woodlake Ave and Victory Blvd	220	308	683	325	1,257	665	716	1,440
42	Fallbrook Ave and Victory Blvd	1,064	1,688	1,849	1,333	1,251	848	879	1,209
43	Shoup Ave and Victory Blvd	877	1,751	1,569	878	1,334	934	934	1,152
44	Westfield Way (Pvt) and Victory Blvd	26	58	44	41	1,288	1,537	1,483	1,247
45	Owensmouth Ave and Victory Blvd	506	1,448	1,671	398	1,365	1,507	1,423	1,566
46	Variel Ave and Victory Blvd	277	848	0	0	1,611	1,917	2,387	1,510
47	Mason Ave and Victory Blvd	180	651	1,606	500	2,489	3,123	2,065	2,067
48	Owensmouth Ave and Canyon Creek Dr (P)	561	1,723	1,356	270	106	59	0	0
49	Shoup Ave and Erwin St	919	1,378	1,564	917	33	12	214	424
50	Shoup Ave and Oxnard St	930	1,164	1,265	1,000	838	1,423	1,496	942
51	Owensmouth Ave and Oxnard St	473	1,026	790	504	961	649	630	676
52	Shoup Ave and Burbank Blvd	828	711	911	838	449	306	255	587
53	Shoup Ave and Ventura Blvd	629	311	1,042	865	1,178	1,184	1,230	1,718
54	101 Ventura Fwy EB and Ventura Blvd	1,506	23	0	953	1,778	1,098	1,166	2,374

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) UNADJUSTED AM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp)	1,954	2,018	1,584	2,421	515	0	397	0
56	Topanga Canyon Blvd and Ventura Blvd	1,764	1,229	1,124	2,272	1,882	898	1,071	1,456
57	Canoga Ave and Ventura Blvd	683	408	713	1,219	1,846	1,350	1,291	1,509
58	De Soto Ave/Serrania Ave and Ventura Blvd	492	326	1,212	966	1,480	1,756	1,942	2,056
59	Topanga Canyon Blvd and Martinez St	1,275	1,426	1,386	1,286	144	24	22	22
60	Canoga Ave and Rocketdyne Dwy (Pvt)	917	1,817	1,852	1,013	150	144	4	24
61	De Soto Ave and Kittridge St	986	2,317	2,036	986	325	157	200	88
62	Topanga Canyon Blvd and Village Dwy	1,214	2,200	1,824	987	53	143	5	14
63	Canoga Ave and Trillium Dwy (Pvt)	1,438	1,787	1,843	928	0	120	172	615
64	De Soto Ave and Warner Center Lane (Pvt)	1,950	2,314	2,411	1,787	69	222	53	158
65	Canoga Ave and Warner Ranch Rd (Pvt)	2,153	1,196	1,427	1,981	17	8	93	450
66	De Soto Ave and Burbank Blvd (S)/Kaiser D	1,833	1,683	1,680	1,864	88	250	315	212
67	Owensmouth Ave and Promenade Dwy (Pvt)	444	754	893	453	33	77	30	114
68	Owensmouth Ave and West Valley Way (Pvt)	452	1,219	1,408	509	94	286	38	116
69	Canoga Ave and Busway	897	1,387	1,373	883	0	0	17	17
70	AMC Dwy and Oxnard St	79	159	22	65	1,448	1,011	622	950
71	Eton Ave and Vanowen St	97	63	8	21	967	1,625	1,561	924
72	Independence Ave and Vanowen St	185	114	74	30	939	1,466	1,492	1,080
73	Variel Ave and Kittridge St	174	41	49	156	73	105	100	93
74	Variel Ave and Oxnard St	114	302	492	337	426	745	796	444
75	Variel Ave and Califa St	8	22	181	171	101	280	273	97
76	Warner Center Lane and Burbank Blvd	0	0	86	130	663	709	647	561
77	De Soto Ave and Clark St	2,316	1,721	1,729	2,425	0	0	237	138
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	27	315	716	291	476	613
79	Owensmouth Ave and Marylee St	526	488	452	557	102	33	22	12
80	Topanga Canyon Blvd and Marylee St	1,911	1,762	1,800	1,891	0	0	45	77
81	Topanga Canyon Blvd and Calvert St	1,451	1,761	1,886	1,425	171	122	99	300
82	Topanga Canyon Blvd and Bassett St	1,318	1,871	1,905	1,391	134	96	0	0
83	Randi Ave and Victory Blvd	105	77	81	38	1,320	775	711	1,303
84	Glade Ave and Erwin St	101	122	96	62	614	208	179	669
85	Randi Ave/Nevada Ave and Erwin St	103	74	115	46	481	220	220	579
86	Topanga Canyon Blvd and Clarendon St	1,937	1,211	1,442	2,492	562	163	120	195
87	Jordan Ave and Sherman Way	165	117	201	183	1,016	1,349	1,350	1,044
88	Remmet Ave and Sherman Way	67	261	45	41	986	1,336	1,340	982
89	Variel Ave and Sherman Way	208	176	199	167	990	1,676	1,691	1,022
90	Owensmouth Ave and Gault St	308	994	941	319	66	38	85	47
91	Owensmouth Ave and Hart St	321	1,120	948	310	199	116	122	43
92	De Soto Ave and Hart St	1,345	1,939	1,903	1,396	135	105	132	61
93	Mason Ave and Vanowen St	452	1,236	1,141	528	1,119	1,314	1,456	1,089
94	Don Pio Dr and Ventura Blvd	134	97	104	92	1,538	908	949	1,630
95	Owensmouth Ave and Saticoy St	246	607	505	288	1,162	1,199	1,346	1,168
96	Canoga Ave and Saticoy St	938	1,542	1,358	983	1,173	1,333	1,494	1,103
97	Variel Ave and Saticoy St	145	101	171	100	1,017	1,596	1,489	1,026
98	De Soto Ave and Saticoy St	1,029	1,555	1,605	987	1,176	1,722	1,610	1,181
99	Shoup Ave and Valerio St	831	1,201	1,115	807	100	46	88	81
100	Topanga Canyon Blvd and Valerio St	1,295	1,601	1,617	1,354	102	133	226	152
101	Canoga Ave and Valerio St	850	1,579	1,517	966	141	276	394	153
102	Lurline Ave and Sherman Way	84	82	142	95	1,126	1,766	1,783	1,213
103	Mason Ave and Sherman Way	586	1,287	1,323	677	1,182	1,825	2,224	1,349
104	Owensmouth Ave and Wyandotte St	226	727	667	215	106	99	74	31
105	Sale Ave and Vanowen St	117	93	40	22	849	721	765	935
106	Winnetka Ave and Vanowen St	932	1,535	1,513	890	1,084	1,424	1,500	1,182
107	Sale Ave and Victory Blvd	43	37	87	123	1,075	761	809	1,094
108	Winnetka Ave and Victory Blvd	1,155	1,602	1,578	932	1,551	2,349	2,339	1,739

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) UNADJUSTED AM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecast

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
109	Winnetka Ave and Busway	903	1,531	1,558	903	18	39	13	18
110	Fallbrook Ave and Oxnard St	1,255	1,722	1,785	1,190	325	204	351	603
111	Winnetka Ave and Calvert St	1,160	1,403	1,541	1,131	102	464	138	0
112	Winnetka Ave and Oxnard St	1,161	1,248	1,371	1,227	529	636	303	359
113	Fallbrook Ave and Burbank Blvd	1,071	1,550	1,780	1,301	613	483	360	480
114	Winnetka Ave and Hatteras St	1,128	1,235	1,196	1,119	22	21	78	48
115	Winnetka Ave and Clark St	1,182	1,392	1,278	1,194	244	138	0	3
116	Winnetka Ave and 101 Ventura Fwy WB	884	1,185	1,342	1,183	0	605	744	0
117	Winnetka Ave and 101 Ventura Fwy EB	640	999	1,120	908	673	0	0	508
118	Winnetka Ave and Ventura Blvd	530	746	1,029	672	1,607	1,200	1,262	1,747
119	Sale Ave and Ventura Blvd	23	61	43	40	1,101	1,125	1,161	1,102
120	Topanga Canyon Blvd and Mullholland Dr	638	1,043	1,480	1,226	932	851	174	106
121	Fallbrook Ave and Ventura Blvd	848	498	1,428	1,046	480	1,200	1,066	1,090
122	Woodlake Ave/101 Ventura Fwy WB and Ve	124	798	337	204	463	586	1,104	439
123	Tampa Ave and Ventura Blvd	210	239	1,010	462	1,893	1,449	1,425	2,372
124	Tampa Ave and 101 Ventura Fwy EB	463	1,009	861	800	478	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	801	862	1,340	947	0	856	545	0
126	Vanalden Ave/101 Ventura Fwy EB and Ver	493	194	0	658	2,328	1,445	1,520	2,044
127	Topham St/Busway and Victory Blvd	412	478	18	15	1,725	2,388	2,004	1,284
128	Corbin Ave and Victory Blvd	724	1,087	1,266	802	1,290	1,985	1,953	1,369
129	Tampa Ave and Victory Blvd	878	1,224	1,554	864	1,600	1,862	1,744	1,820
130	Burbank Blvd and Ventura Blvd	365	376	534	321	1,695	1,231	875	1,541
131	Reseda Blvd and Burbank Blvd	813	1,212	1,791	800	527	676	919	1,345
132	Reseda Blvd and 101 Ventura Fwy EB	753	1,772	1,506	949	427	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	941	1,540	1,666	901	0	945	783	0
134	101 Ventura Fwy EB and Burbank Blvd	0	864	0	0	1,497	1,044	1,044	633
135	Canoga Ave and Nordhoff St	953	985	769	798	748	655	1,034	1,091
136	De Soto Ave and Nordhoff St	1,534	1,915	2,379	1,648	990	1,478	1,071	943
137	Topanga Canyon Blvd and Parthenia St	1,818	2,383	1,822	1,562	0	49	861	472
138	Canoga Ave and Parthenia St	952	1,246	959	938	643	864	1,275	781
139	De Soto Ave and Parthenia St	1,409	1,725	1,749	1,562	846	1,238	1,312	794
140	Fallbrook Ave and Roscoe Blvd	744	856	287	503	896	914	1,469	1,123
141	Shoup Ave and Roscoe Blvd	675	755	340	207	1,171	1,429	1,695	1,478
142	Canoga Ave and Roscoe Blvd	777	1,273	1,356	930	1,067	1,195	1,281	1,040
143	De Soto Ave and Roscoe Blvd	927	1,475	1,476	1,159	976	1,223	1,074	624
144	Mason Ave and Roscoe Blvd	1,023	1,298	1,407	1,108	1,089	1,254	1,268	1,119
145	Winnetka Ave and Roscoe Blvd	1,142	1,288	1,282	1,114	1,093	1,202	1,207	1,121
146	Fallbrook Ave and Saticoy St	834	1,259	951	731	762	535	597	637
147	Shoup Ave and Saticoy St	715	1,111	835	729	651	666	864	566
148	Mason Ave and Saticoy St	806	1,477	1,511	901	1,151	1,301	1,357	1,137
149	Winnetka Ave and Saticoy St	1,018	1,311	1,352	1,025	1,142	1,323	1,329	1,182
150	Fallbrook Av and Sherman Way	1,037	1,451	1,391	939	1,105	999	905	1,022
151	Winnetka Ave and Sherman Way	943	1,484	1,422	992	1,329	1,715	1,973	1,450
152	Woodlake Ave and Burbank Blvd	281	310	332	240	572	520	501	601

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) UNADJUSTED AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	62	770	126	88	801	83	118	1619	75	114	732	152
2	Canoga Ave and Vanowen St	67	876	115	75	880	105	133	1025	69	384	680	190
3	De Soto Ave and Vanowen St	38	921	71	120	1021	85	119	1418	197	219	1153	160
4	Topanga Canyon Blvd and Victory Blvd	137	775	215	57	952	123	178	1498	107	256	706	116
5	Canoga Ave and Victory Blvd	111	737	73	128	1166	238	114	1216	122	237	1485	63
6	De Soto Ave and Victory Blvd	95	757	130	105	1296	65	90	1496	331	421	1858	89
7	Topanga Canyon Blvd and Erwin St	151	1027	193	95	400	197	102	1503	72	80	188	22
8	Owensmouth Ave and Erwin St	126	326	83	205	507	124	122	698	301	35	453	91
9	Canoga Ave and Erwin St	120	1061	69	135	289	87	121	1368	298	32	218	152
10	Variel Ave and Erwin St	50	179	43	126	195	76	48	429	258	15	241	42
11	De Soto Ave and Erwin St	133	1437	4	45	3	184	25	2211	203	14	10	25
12	Topanga Canyon Blvd and Oxnard St	114	1256	333	30	579	232	116	1462	27	198	256	62
13	Canoga Ave and Oxnard St	143	1205	120	64	498	123	141	1212	118	158	486	78
14	De Soto Ave and Oxnard St	120	1450	31	57	149	87	45	2295	211	280	443	61
15	Topanga Canyon Blvd and Califa St	0	1741	201	0	0	0	117	1805	0	0	0	85
16	Owensmouth Ave and Califa St	25	383	153	36	256	49	86	334	16	67	99	135
17	Canoga Ave and Califa St	204	1486	135	74	186	107	114	1300	135	31	183	54
18	De Soto Ave and Califa St	241	1609	0	0	0	117	0	2261	265	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	640	134	0	0	0	898	272	0
20	Topanga Canyon Blvd and Burbank Blvd	216	1550	669	66	385	233	88	1209	456	185	440	42
21	Owensmouth Ave and Burbank Blvd	87	52	27	294	740	85	154	103	275	54	460	145
22	Canoga Ave and Burbank Blvd	200	1813	103	241	522	130	164	1159	147	37	278	80
23	De Soto Ave and Burbank Blvd (N)	197	1590	0	192	0	113	0	1515	767	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	801	0	0	0	0	0	695	0	487	0	300
25	De Soto Ave 101 Ventura Fwy WB	147	1573	0	0	0	0	0	1230	549	124	3	628
26	Canoga Ave and 101 Ventura Fwy EB	0	1027	213	0	0	0	377	750	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	859	101	770	3	363	990	410	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	1	1944	29	254	25	1	554	1967	184	32	29	470
29	Topanga Canyon Blvd and Roscoe Blvd	116	886	157	553	945	55	131	1240	873	301	1031	65
30	Topanga Canyon Blvd and Satcoy St	102	942	123	64	833	72	130	1668	148	63	666	109
31	Shoup Ave and Sherman Way	171	733	87	134	867	259	86	1083	115	164	832	53
32	Topanga Canyon Blvd and Sherman Way	137	888	171	195	792	141	97	1850	156	341	1165	108
33	Owensmouth Ave and Sherman Way	56	174	89	22	866	74	52	698	40	320	1191	35
34	Canoga Ave and Sherman Way	76	764	121	70	922	69	75	1156	92	147	1512	141
35	De Soto Ave and Sherman Way	95	883	129	66	1161	77	121	1522	141	217	1350	112
36	Fallbrook Ave and Vanowen St	49	1262	0	105	0	31	0	1703	87	0	0	0
37	Shoup Ave and Vanowen St	72	766	75	146	707	128	103	1204	148	142	680	72
38	Owensmouth Ave and Vanowen St	15	181	61	87	875	106	109	1074	176	268	956	125
39	Variel Ave and Vanowen St	79	3	48	12	891	50	15	1	27	60	1369	19
40	Topanga Canyon Blvd and Kittridge St	12	902	39	41	7	6	24	1767	43	23	15	10
41	Woodlake Ave and Victory Blvd	20	130	60	99	1081	18	299	244	107	46	538	96
42	Fallbrook Ave and Victory Blvd	86	972	40	175	1005	82	164	1545	113	61	648	186
43	Shoup Ave and Victory Blvd	110	712	54	92	962	281	136	1361	75	109	750	74
44	Westfield Way (Pvt) and Victory Blvd	15	4	8	24	1233	30	6	9	30	18	1493	13
45	Owensmouth Ave and Victory Blvd	79	292	131	46	1198	102	238	1186	232	160	1197	60
46	Variel Ave and Victory Blvd	103	0	174	0	1336	272	0	0	0	576	1814	0
47	Mason Ave and Victory Blvd	94	71	16	313	1837	310	214	278	1122	63	1907	116
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	59	270	0	0	0	125	0	1598	0	0	0	0
49	Shoup Ave and Erwin St	2	798	114	11	4	17	306	1258	6	103	4	107
50	Shoup Ave and Oxnard St	93	766	69	52	724	67	149	967	151	130	1179	183
51	Owensmouth Ave and Oxnard St	79	342	51	125	565	270	60	608	124	149	446	37
52	Shoup Ave and Burbank Blvd	51	711	65	77	329	43	193	637	82	31	173	50
53	Shoup Ave and Ventura Blvd	71	438	120	84	1020	72	578	189	275	50	838	343
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1505	905	869	4	0	0	0	19	1098	48
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ram	0	2012	0	0	0	495	0	1523	0	0	0	409

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) UNADJUSTED AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
56	Topanga Canyon Blvd and Ventura Blvd	154	1287	327	766	984	136	145	887	95	206	649	219
57	Canoga Ave and Ventura Blvd	149	452	75	514	1248	66	186	282	237	60	964	253
58	De Soto Ave/Serrania Ave and Ventura Blvd	82	259	148	203	1215	57	693	190	325	79	1349	504
59	Topanga Canyon Blvd and Martinez St	8	1184	5	100	17	20	1	1390	12	16	5	2
60	Canoga Ave and Rocketdyne Dwy (Pvt)	52	894	0	118	0	36	24	1778	92	3	0	1
61	De Soto Ave and Kittridge St	85	855	37	77	12	236	39	1960	46	120	26	54
62	Topanga Canyon Blvd and Village Dwy	0	986	13	0	0	0	1	2195	0	5	0	1
63	Canoga Ave and Trillium Dwy (Pvt)	0	902	446	0	0	0	169	1645	0	142	0	26
64	De Soto Ave and Warner Center Lane (Pvt)/S	170	1750	19	0	0	69	139	2231	49	13	3	37
65	Canoga Ave and Warner Ranch Rd (Pvt)	7	1890	196	1	0	16	254	1180	1	0	0	90
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dw	115	1701	68	44	10	35	134	1456	123	192	12	118
67	Owensmouth Ave and Promenade Dwy (Pvt)	20	404	41	17	2	14	71	740	57	0	0	32
68	Owensmouth Ave and West Valley Way (Pvt)	28	461	0	48	0	51	0	1168	258	0	0	0
69	Canoga Ave and Busway	0	882	15	0	0	0	2	1371	0	16	0	1
70	AMC Dwy and Oxnard St	108	0	2	64	948	157	0	0	31	2	873	1
71	Eton Ave and Vanowen St	76	0	21	15	900	40	3	1	4	22	1544	6
72	Independence Ave and Vanowen St	45	2	139	12	904	34	37	2	35	78	1386	16
73	Variel Ave and Kittridge St	44	71	59	31	28	13	6	16	28	12	33	54
74	Variel Ave and Oxnard St	26	71	17	86	313	28	115	221	157	53	562	180
75	Variel Ave and Califa St	4	1	3	47	49	6	45	12	126	4	150	123
76	Warner Center Lane and Burbank Blvd	0	0	0	104	553	0	8	0	79	0	630	26
77	De Soto Ave and Clark St	0	2188	131	0	0	0	7	1721	0	0	0	237
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	118	598	0	15	0	12	0	279	197
79	Owensmouth Ave and Marylee St	12	499	7	43	1	58	4	425	20	5	1	15
80	Topanga Canyon Blvd and Marylee St	0	1851	33	0	0	0	44	1758	0	4	0	40
81	Topanga Canyon Blvd and Calvert St	64	1323	98	0	0	168	202	1593	58	0	0	102
82	Topanga Canyon Blvd and Bassett St	32	1286	0	105	0	29	0	1842	64	0	0	0
83	Randi Ave and Victory Blvd	42	7	55	29	1231	37	17	11	53	30	681	2
84	Glade Ave and Erwin St	42	17	49	24	570	62	50	34	19	25	147	20
85	Randi Ave/Nevada Ave and Erwin St	16	14	73	11	451	21	55	39	21	13	183	21
86	Topanga Canyon Blvd and Clarendon St	34	1877	26	508	25	29	144	1177	121	5	8	107
87	Jordan Ave and Sherman Way	28	76	60	74	927	22	56	75	67	20	1254	32
88	Remmet Ave and Sherman Way	11	9	50	21	929	68	3	30	16	163	1309	10
89	Variel Ave and Sherman Way	99	78	28	27	924	36	70	88	39	52	1539	62
90	Owensmouth Ave and Gault St	13	278	17	10	13	43	17	906	16	45	8	32
91	Owensmouth Ave and Hart St	37	267	14	22	19	158	10	902	39	60	41	21
92	De Soto Ave and Hart St	52	1285	25	62	14	59	22	1812	40	68	14	50
93	Mason Ave and Vanowen St	42	326	83	90	944	83	62	984	97	169	1175	112
94	Don Pio Dr and Ventura Blvd	11	17	106	31	1460	40	64	9	30	48	866	45
95	Owensmouth Ave and Saticoy St	40	158	48	54	1061	47	59	393	53	167	1106	75
96	Canoga Ave and Saticoy St	112	724	101	100	890	184	112	1181	67	176	1155	159
97	Variel Ave and Saticoy St	68	30	47	51	940	24	38	52	80	25	1448	19
98	De Soto Ave and Saticoy St	128	773	134	146	944	90	103	1317	191	148	1403	68
99	Shoup Ave and Valerio St	29	753	55	25	3	72	23	1076	11	52	6	29
100	Topanga Canyon Blvd and Valerio St	37	1218	39	46	37	18	75	1524	19	59	77	90
101	Canoga Ave and Valerio St	35	821	19	40	81	25	53	1468	29	87	212	106
102	Lurline Ave and Sherman Way	9	12	64	32	1086	11	64	17	63	55	1695	51
103	Mason Ave and Sherman Way	36	463	69	59	1095	32	185	1016	82	239	1707	155
104	Owensmouth Ave and Wyandotte St	35	183	6	13	18	75	7	636	26	16	38	20
105	Sale Ave and Vanowen St	13	7	97	10	829	10	9	3	28	81	680	5
106	Winnetka Ave and Vanowen St	79	739	114	63	941	82	126	1271	116	182	1229	88
107	Sale Ave and Victory Blvd	12	14	17	35	1038	11	39	19	28	6	720	74
108	Winnetka Ave and Victory Blvd	148	793	214	74	1299	178	226	1090	261	334	1940	65
109	Winnetka Ave and Busway	0	903	0	0	18	0	0	1531	0	0	39	0
110	Fallbrook Ave and Oxnard St	24	1070	153	33	246	45	204	1554	38	122	142	87
111	Winnetka Ave and Calvert St	185	1006	0	66	0	38	0	1315	247	50	32	60
112	Winnetka Ave and Oxnard St	40	1016	21	192	325	96	135	1424	207	30	236	93

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) UNADJUSTED AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
113	Fallbrook Ave and Burbank Blvd	40	1016	21	192	325	96	135	1424	207	30	236	93
114	Winnetka Ave and Hatteras St	4	1094	26	7	3	12	19	1173	8	50	10	19
115	Winnetka Ave and Clark St	83	1130	0	64	3	177	0	1215	55	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	147	737	0	0	0	0	0	898	447	287	12	446
117	Winnetka Ave and 101 Ventura Fwy EB	0	490	146	418	0	250	362	749	0	0	0	0
118	Winnetka Ave and Ventura Blvd	107	350	65	148	1377	63	305	540	170	144	923	174
119	Sale Ave and Ventura Blvd	7	0	16	15	1064	22	22	3	18	36	1100	25
120	Topanga Canyon Blvd and Mullholland Dr	125	493	20	691	65	177	20	850	610	16	116	43
121	Fallbrook Ave and Ventura Blvd	71	656	124	75	380	27	586	296	551	175	578	316
122	Woodlake Ave/101 Ventura Fwy WB and Ven	12	80	32	34	326	103	81	220	36	474	538	91
123	Tampa Ave and Ventura Blvd	69	105	35	68	1758	63	579	156	271	20	1109	289
124	Tampa Ave and 101 Ventura Fwy EB	0	464	0	336	0	143	0	866	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	210	585	0	0	0	0	0	683	646	179	0	362
126	Vanalden Ave/101 Ventura Fwy EB and Vent	147	154	193	398	1851	77	0	0	0	117	1298	106
127	Topham St/Busway and Victory Blvd	382	15	15	0	1269	460	0	18	0	0	2006	0
128	Corbin Ave and Victory Blvd	40	589	93	89	1171	16	106	897	272	173	1673	125
129	Tampa Ave and Victory Blvd	72	685	122	82	1440	74	259	1066	227	84	1564	98
130	Burbank Blvd and Ventura Blvd	137	158	69	152	1439	102	33	223	279	51	815	10
131	Reseda Blvd and Burbank Blvd	29	445	336	82	353	90	656	966	162	156	485	273
132	Reseda Blvd and 101 Ventura Fwy EB	0	772	0	177	0	256	0	1516	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	427	513	0	0	0	0	0	1156	508	384	11	388
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	633	864	0	0	0	0	1044	0
135	Canoga Ave and Nordhoff St	69	584	307	16	649	89	136	633	6	263	580	198
136	De Soto Ave and Nordhoff St	84	1308	141	271	674	45	128	1754	505	116	889	69
137	Topanga Canyon Blvd and Parthenia St	0	1472	358	0	0	0	114	1652	23	731	26	90
138	Canoga Ave and Parthenia St	33	681	238	56	461	126	82	852	24	268	807	201
139	De Soto Ave and Parthenia St	59	1284	66	114	651	80	76	1533	142	112	1037	164
140	Fallbrook Ave and Roscoe Blvd	103	241	400	31	675	190	47	191	49	475	763	231
141	Shoup Ave and Roscoe Blvd	89	168	415	27	1048	93	15	304	20	359	1319	11
142	Canoga Ave and Roscoe Blvd	62	642	72	153	880	30	88	1133	110	110	1023	135
143	De Soto Ave and Roscoe Blvd	97	778	33	358	556	40	35	1320	163	114	964	23
144	Mason Ave and Roscoe Blvd	76	851	95	112	927	54	98	1151	154	93	1023	145
145	Winnetka Ave and Roscoe Blvd	118	850	171	144	859	89	91	1063	131	137	953	120
146	Fallbrook Ave and Saticoy St	98	614	126	65	481	220	30	885	43	154	395	51
147	Shoup Ave and Saticoy St	81	601	35	56	473	123	58	764	15	224	570	72
148	Mason Ave and Saticoy St	95	673	35	111	960	83	142	1245	123	149	1084	117
149	Winnetka Ave and Saticoy St	110	781	127	104	916	121	139	1081	132	109	1081	140
150	Fallbrook Av and Sherman Way	134	735	161	138	768	192	93	1142	148	117	717	66
151	Winnetka Ave and Sherman Way	82	727	130	81	1137	115	183	1136	99	233	1535	184
152	Woodlake Ave and Burbank Blvd	56	149	73	46	469	51	59	196	74	63	390	44

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) FINAL PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	202	1,810	236	117	743	71	169	1,209	133	135	749	159
2	Canoga Ave and Vanowen St	177	1,598	418	203	930	76	202	1,053	139	165	799	158
3	De Soto Ave and Vanowen St	63	1,776	168	192	1,571	99	138	1,043	224	125	1,005	144
4	Topanga Canyon Blvd and Victory Blvd	189	1,811	384	202	1,043	201	266	1,061	128	317	898	256
5	Canoga Ave and Victory Blvd	221	1,531	398	183	1,963	223	153	938	192	206	1,565	228
6	De Soto Ave and Victory Blvd	128	1,251	533	683	2,422	202	131	826	315	283	1,474	141
7	Topanga Canyon Blvd and Erwin St	313	1,872	122	182	247	164	132	1,368	52	194	465	160
8	Owensmouth Ave and Erwin St	167	731	77	414	733	176	208	661	445	89	523	148
9	Canoga Ave and Erwin St	212	1,864	105	259	412	178	97	1,246	215	105	344	250
10	Variel Ave and Erwin St	46	611	25	260	404	107	96	327	158	43	201	56
11	De Soto Ave and Erwin St	132	1,883	30	304	15	324	23	1,092	266	11	13	11
12	Topanga Canyon Blvd and Oxnard St	224	1,840	335	158	549	182	96	1,366	98	421	770	157
13	Canoga Ave and Oxnard St	210	1,690	156	194	745	179	103	1,267	97	145	478	87
14	De Soto Ave and Oxnard St	123	1,847	202	238	429	337	48	1,358	194	46	208	23
15	Topanga Canyon Blvd and Califa St	0	2,240	116	0	0	0	114	1,760	0	1	0	245
16	Owensmouth Ave and Califa St	18	511	59	43	183	72	188	506	27	189	192	295
17	Canoga Ave and Califa St	182	1,802	165	215	190	280	84	1,630	65	124	165	101
18	De Soto Ave and Califa St	82	2,244	0	0	0	362	0	1,608	146	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	376	59	0	0	0	1,192	621	0
20	Topanga Canyon Blvd and Burbank Blvd	454	2,087	354	57	174	187	50	1,226	385	394	969	68
21	Owensmouth Ave and Burbank Blvd	122	99	137	211	438	78	165	40	506	55	710	169
22	Canoga Ave and Burbank Blvd	239	1,669	82	133	281	306	95	1,454	213	159	651	164
23	De Soto Ave and Burbank Blvd (N)	109	1,389	0	651	0	551	0	1,770	196	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	848	0	0	0	0	0	1,840	0	230	0	735
25	De Soto Ave 101 Ventura Fwy WB	252	1,045	0	0	0	0	0	1,708	643	291	0	507
26	Canoga Ave and 101 Ventura Fwy EB	0	843	311	0	0	0	936	1,154	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	747	257	530	2	247	840	832	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	11	1,794	155	91	60	9	124	1,644	48	394	132	184
29	Topanga Canyon Blvd and Roscoe Blvd	248	882	267	663	1,088	96	195	1,382	937	480	861	118
30	Topanga Canyon Blvd and Satcoy St	118	1,833	235	115	1,187	120	213	1,173	162	107	1,091	189
31	Shoup Ave and Sherman Way	164	1,345	103	209	1,202	129	121	685	150	57	551	62
32	Topanga Canyon Blvd and Sherman Way	168	1,683	315	259	1,183	164	119	1,202	129	266	1,017	151
33	Owensmouth Ave and Sherman Way	110	451	254	77	1,150	95	64	328	76	155	1,001	65
34	Canoga Ave and Sherman Way	137	1,506	309	152	1,497	200	144	926	161	211	1,266	158
35	De Soto Ave and Sherman Way	131	1,814	275	235	2,113	166	186	1,056	188	184	1,093	226
36	Fallbrook Ave and Vanowen St	120	1,886	135	149	544	115	79	1,580	205	119	524	123
37	Shoup Ave and Vanowen St	141	1,496	97	158	816	96	57	659	115	96	728	119
38	Owensmouth Ave and Vanowen St	132	921	378	141	1,228	104	141	506	160	176	911	166
39	Variel Ave and Vanowen St	122	3	99	14	1,781	60	15	6	12	58	1,106	16
40	Topanga Canyon Blvd and Kittridge St	24	1,962	85	138	11	12	96	1,304	62	139	23	79
41	Woodlake Ave and Victory Blvd	92	250	119	201	848	36	88	82	226	86	963	170
42	Fallbrook Ave and Victory Blvd	364	1,205	126	435	772	167	320	1,105	300	100	1,106	285
43	Shoup Ave and Victory Blvd	217	1,444	134	98	940	135	115	721	91	107	1,043	172
44	Westfield Way (Pvt) and Victory Blvd	84	8	103	220	1,875	91	163	7	181	50	1,628	186
45	Owensmouth Ave and Victory Blvd	201	1,295	260	209	1,655	115	245	657	229	116	1,442	258
46	Variel Ave and Victory Blvd	321	0	559	0	2,628	297	0	0	0	133	1,771	0
47	Mason Ave and Victory Blvd	167	248	120	711	2,391	190	182	182	378	56	1,413	253
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	356	1,299	0	74	0	272	0	1,023	73	0	0	0
49	Shoup Ave and Erwin St	22	1,434	151	7	7	10	147	844	12	242	12	400
50	Shoup Ave and Oxnard St	114	1,195	168	102	1,311	78	158	808	52	83	792	222
51	Owensmouth Ave and Oxnard St	215	451	145	142	729	138	116	385	108	74	608	160
52	Shoup Ave and Burbank Blvd	94	1,286	68	126	226	47	103	769	87	38	258	93
53	Shoup Ave and Ventura Blvd	67	497	181	163	1,048	59	502	162	289	147	1,429	819
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1,736	1,013	1,099	0	0	0	0	0	1,487	88
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	0	2,403	0	0	0	585	0	1,716	0	0	0	741
56	Topanga Canyon Blvd and Ventura Blvd	241	1,557	383	732	1,000	127	324	1,079	97	240	711	443
57	Canoga Ave and Ventura Blvd	184	327	53	565	1,141	171	292	431	389	94	1,067	246
58	De Soto Ave/Serrania Ave and Ventura Blvd	66	217	113	360	1,224	77	633	252	386	80	1,128	597
59	Topanga Canyon Blvd and Martinez St	6	1,738	1	51	7	8	10	1,385	14	16	15	4
60	Canoga Ave and Rocketdyne Dwy (Pvt)	83	1,989	1	121	0	46	18	1,001	71	16	0	16
61	De Soto Ave and Kittridge St	108	1,835	117	75	62	142	92	1,061	79	89	31	115
62	Topanga Canyon Blvd and Village Dwy	0	2,235	13	0	0	0	7	1,815	0	30	0	15
63	Canoga Ave and Trillium Dwy (Pvt)	0	2,133	185	0	0	0	92	1,424	0	261	0	132
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	32	2,060	62	20	0	117	51	1,839	62	4	23	53
65	Canoga Ave and Warner Ranch Rd (Pvt)	16	1,672	51	0	0	8	79	1,970	14	31	0	222
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	86	1,585	83	170	41	112	173	1,873	67	62	6	109
67	Owensmouth Ave and Promenade Dwy (Pvt)	57	782	22	71	33	64	15	597	81	54	8	26
68	Owensmouth Ave and West Valley Way (Pvt)	16	1,315	0	267	0	83	0	800	24	0	0	0
69	Canoga Ave and Busway	0	1,974	18	0	0	0	0	1,251	0	20	0	2
70	AMC Dwy and Oxnard St	81	5	84	197	969	51	88	1	81	50	1,350	141
71	Eton Ave and Vanowen St	52	0	72	2	1,872	321	4	1	10	52	1,240	0
72	Independence Ave and Vanowen St	4	0	79	30	1,804	64	22	1	19	125	1,207	51
73	Variel Ave and Kittridge St	22	19	45	46	111	85	49	75	22	35	32	84
74	Variel Ave and Oxnard St	48	264	207	189	761	70	265	99	136	46	409	121
75	Variel Ave and Califa St	13	28	5	270	167	4	125	5	74	1	53	83
76	Warner Center Lane and Burbank Blvd	0	0	0	45	881	0	74	0	159	0	427	17
77	De Soto Ave and Clark St	0	1,599	156	0	0	0	73	2,405	0	0	0	37
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	16	557	0	228	0	213	0	569	28
79	Owensmouth Ave and Marylee St	30	421	20	40	4	37	10	725	39	4	0	13
80	Topanga Canyon Blvd and Marylee St	0	2,168	44	0	0	0	78	1,733	0	17	0	73

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (UNMITIGATED) FINAL PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
81	Topanga Canyon Blvd and Calvert St	187	2,183	181	0	0	86	144	1,529	113	0	0	470
82	Topanga Canyon Blvd and Bassett St	111	2,020	0	161	0	58	0	1,442	103	0	0	0
83	Randi Ave and Victory Blvd	67	34	52	45	1,084	75	3	8	64	64	1,230	6
84	Glade Ave and Erwin St	96	63	79	22	244	37	72	31	61	45	643	30
85	Randi Ave/Nevada Ave and Erwin St	18	24	48	24	276	26	22	24	24	61	666	124
86	Topanga Canyon Blvd and Clarendon St	48	2,512	51	401	61	63	289	1,264	192	49	24	308
87	Jordan Ave and Sherman Way	62	105	91	54	1,331	43	133	27	80	66	1,041	109
88	Remmet Ave and Sherman Way	77	108	154	39	1,329	63	27	24	37	92	1,060	43
89	Variel Ave and Sherman Way	71	95	60	98	1,612	39	131	67	30	64	1,128	80
90	Owensmouth Ave and Gault St	47	760	64	17	27	53	42	513	27	34	27	54
91	Owensmouth Ave and Hart St	112	887	37	28	28	113	20	559	44	41	42	21
92	De Soto Ave and Hart St	52	1,936	66	31	12	68	55	1,419	36	34	6	39
93	Masson Ave and Vanowen St	49	719	47	231	1,506	59	98	718	140	65	1,026	89
94	Don Pio Dr and Ventura Blvd	23	25	118	100	1,371	66	160	52	87	75	1,502	136
95	Owensmouth Ave and Satcoy St	29	473	42	67	1,344	13	120	302	51	77	934	54
96	Canoga Ave and Satcoy St	106	1,188	257	161	1,293	61	139	1,036	157	163	842	203
97	Variel Ave and Satcoy St	59	59	69	88	1,456	41	44	53	68	40	1,009	24
98	De Soto Ave and Satcoy St	163	1,509	216	175	1,369	123	133	1,184	170	106	798	84
99	Shoup Ave and Valerio St	80	1,132	66	26	10	65	24	640	30	25	12	19
100	Topanga Canyon Blvd and Valerio St	38	1,738	68	61	37	41	72	1,390	24	44	48	58
101	Canoga Ave and Valerio St	30	1,377	39	83	130	25	88	1,214	15	62	71	64
102	Lurline Ave and Sherman Way	16	5	41	77	1,800	26	62	17	41	58	1,238	62
103	Mason Ave and Sherman Way	103	934	121	217	1,904	58	288	756	175	163	1,225	212
104	Owensmouth Ave and Wyandotte St	39	506	42	24	53	60	31	348	25	20	37	26
105	Sale Ave and Vanowen St	14	9	43	29	905	40	7	5	28	38	869	17
106	Winnetka Ave and Vanowen St	120	1,285	152	130	1,292	67	136	889	101	168	896	116
107	Sale Ave and Victory Blvd	23	15	40	35	1,155	14	21	1	39	16	1,330	32
108	Winnetka Ave and Victory Blvd	211	1,109	145	257	1,993	158	194	760	155	169	1,269	139
109	Winnetka Ave and Busway	0	1,530	0	0	16	0	0	1,062	0	0	118	0
110	Fallbrook Ave and Oxnard St	36	1,509	93	31	80	36	145	1,068	12	170	175	213
111	Winnetka Ave and Calvert St	167	1,297	0	83	0	115	0	1,030	117	40	24	21
112	Winnetka Ave and Oxnard St	120	1,386	73	229	461	90	90	1,046	118	50	262	121
113	Fallbrook Ave and Burbank Blvd	57	1,386	34	107	165	49	90	1,046	118	56	262	121
114	Winnetka Ave and Hatteras St	17	1,415	94	12	3	15	69	984	10	32	4	17
115	Winnetka Ave and Clark St	95	1,524	0	61	0	191	0	1,189	33	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	205	818	0	0	0	0	810	388	283	3	611	
117	Winnetka Ave and 101 Ventura Fwy EB	0	767	317	416	1	176	403	688	0	0	0	0
118	Winnetka Ave and Ventura Blvd	104	408	71	322	1,525	116	341	368	231	69	1,066	300
119	Sale Ave and Ventura Blvd	34	6	54	38	1,158	8	56	2	31	26	2,084	50
120	Topanga Canyon Blvd and Mullholland Dr	243	864	11	621	89	181	21	603	702	19	53	41
121	Fallbrook Ave and Ventura Blvd	52	749	166	163	464	42	432	228	485	234	1,040	693
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	28	152	92	49	440	32	102	104	40	648	610	105
123	Tampa Ave and Ventura Blvd	40	117	46	187	1,522	57	539	152	236	31	991	359
124	Tampa Ave and 101 Ventura Fwy EB	0	665	0	672	0	178	0	766	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	296	846	0	0	0	0	0	547	316	291	0	618
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	133	179	107	550	1,519	115	0	0	0	96	1,370	88
127	Topham St/Busway and Victory Blvd	333	16	7	0	1,934	358	0	17	0	0	1,285	0
128	Corbin Ave and Victory Blvd	56	853	157	124	1,761	44	159	505	138	104	1,219	334
129	Tampa Ave and Victory Blvd	168	1,057	144	82	1,565	86	237	804	183	131	1,403	180
130	Burbank Blvd and Ventura Blvd	84	62	39	193	1,228	67	44	81	273	71	1,211	46
131	Reseda Blvd and Burbank Blvd	109	1,064	444	105	476	100	614	968	164	140	379	355
132	Reseda Blvd and 101 Ventura Fwy EB	0	1,459	0	491	0	433	0	1,570	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy Wb	552	1,280	0	0	0	0	0	962	324	606	1	545
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	959	939	0	0	0	0	805	0
135	Canoga Ave and Nordhoff St	49	631	351	13	578	69	225	565	12	254	611	220
136	De Soto Ave and Nordhoff St	84	1,692	144	272	1,151	122	112	1,462	315	122	836	205
137	Topanga Canyon Blvd and Parthenia St	0	1,851	506	0	0	9	318	1,707	24	345	22	316
138	Canoga Ave and Parthenia St	35	954	399	38	676	51	169	645	51	238	559	97
139	De Soto Ave and Parthenia St	72	1,614	139	189	866	67	181	1,440	130	149	690	186
140	Fallbrook Ave and Roscoe Blvd	201	108	487	35	734	139	170	257	49	568	731	60
141	Shoup Ave and Roscoe Blvd	171	171	417	21	1,203	75	15	134	28	329	1,142	18
142	Canoga Ave and Roscoe Blvd	71	1,198	236	98	1,137	178	143	1,029	90	185	841	118
143	De Soto Ave and Roscoe Blvd	137	1,529	132	364	1,240	18	184	1,356	157	72	960	115
144	Mason Ave and Roscoe Blvd	121	936	94	164	1,302	120	156	1,043	121	96	1,025	120
145	Winnetka Ave and Roscoe Blvd	167	1,008	155	126	1,227	113	184	1,029	119	159	1,013	159
146	Fallbrook Ave and Satcoy St	161	717	138	57	375	115	113	827	50	201	453	53
147	Shoup Ave and Satcoy St	183	740	225	32	515	75	49	494	39	168	510	52
148	Mason Ave and Satcoy St	116	1,016	153	171	1,334	105	169	805	183	125	966	144
149	Winnetka Ave and Satcoy St	139	1,093	125	141	1,299	112	148	963	172	102	947	131
150	Fallbrook Av and Sherman Way	187	956	229	176	771	320	81	971	160	192	605	108
151	Winnetka Ave and Sherman Way	144	1,249	133	184	1,660	147	324	900	159	110	1,150	263
152	Woodlake Ave and Burbank Blvd	85	164	70	18	236	38	20	104	52	66	289	32

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT PM WITH VARIEL AVE CORRIDOR IMPROVEMENT MODEL
VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	1019	686	1889	676	1600	675	955	1040
2	Canoga Ave and Vanowen St	804	748	1501	854	1205	1013	954	735
3	De Soto Ave and Vanowen St	1020	726	1354	1071	1298	1119	1012	742
4	Topanga Canyon Blvd and Victory Blvd	1055	928	2238	1012	1974	1120	1258	880
5	Canoga Ave and Victory Blvd	630	2190	1615	2288	1092	2848	1079	1704
6	De Soto Ave and Victory Blvd	918	2168	1346	3054	1519	2773	861	2332
7	Topanga Canyon Blvd and Erwin St	1219	364	2217	567	1871	194	1438	865
8	Owensmouth Ave and Erwin St	508	781	583	1327	905	860	409	1026
9	Canoga Ave and Erwin St	1541	718	1754	750	2036	709	1368	650
10	Variel Ave and Erwin St	308	500	508	823	811	449	248	630
11	De Soto Ave and Erwin St	974	0	1458	609	1422	0	1027	591
12	Topanga Canyon Blvd and Oxnard St	1227	998	2136	552	1972	639	1430	871
13	Canoga Ave and Oxnard St	1444	892	1949	752	1655	885	1766	730
14	De Soto Ave and Oxnard St	1144	390	1639	633	1558	566	1146	537
15	Topanga Canyon Blvd and Califa St	1451	630	1716	0	2063	382	1352	0
16	Owensmouth Ave and Califa St	574	694	537	417	330	550	781	563
17	Canoga Ave and Califa St	1734	471	1638	753	1649	395	1715	837
18	De Soto Ave and Califa St	1139	0	1085	613	1543	0	977	317
19	101 Ventura Fwy WB and Burbank Blvd	0	1325	0	508	0	508	842	483
20	Topanga Canyon Blvd and Burbank Blvd	1297	1299	2765	543	1687	971	1893	1353
21	Owensmouth Ave and Burbank Blvd	702	753	0	822	497	619	0	1160
22	Canoga Ave and Burbank Blvd	2074	42	1559	469	1865	41	1618	620
23	De Soto Ave and Burbank Blvd (N)	1035	0	1070	334	1105	0	1120	215
24	Canoga Ave and 101 Ventura Fwy WB	1643	608	661	0	1230	0	1683	0
25	De Soto Ave 101 Ventura Fwy WB	1489	600	783	0	1049	0	1599	224
26	Canoga Ave and 101 Ventura Fwy EB	1683	0	675	0	661	842	855	0
27	De Soto Ave and 101 Ventura Fwy EB	1599	0	762	248	783	807	1019	0
28	Topanga Canyon Blvd and Nordhoff St	2616	610	1930	0	2540	779	1838	0
29	Topanga Canyon Blvd and Roscoe Blvd	1553	1104	1302	1500	1773	1173	1149	1364
30	Topanga Canyon Blvd and Saticoy St	1196	963	1158	608	1403	901	917	704
31	Shoup Ave and Sherman Way	645	771	1001	864	935	688	584	1074
32	Topanga Canyon Blvd and Sherman Way	963	769	1244	688	1231	778	883	771
33	Owensmouth Ave and Sherman Way	206	849	704	690	351	1064	337	697
34	Canoga Ave and Sherman Way	565	1086	1186	1215	766	1379	905	1003
35	De Soto Ave and Sherman Way	978	2100	1198	1934	1273	2906	842	1189
36	Fallbrook Ave and Vanowen St	878	466	1132	418	1204	357	837	497
37	Shoup Ave and Vanowen St	584	774	768	357	1001	489	527	466
38	Owensmouth Ave and Vanowen St	467	760	1009	871	1117	863	408	718
39	Variel Ave and Vanowen St	97	576	656	1006	513	886	207	730
40	Topanga Canyon Blvd and Kittridge St	961	0	1774	105	1879	0	850	111
41	Woodlake Ave and Victory Blvd	299	821	315	198	462	576	248	348
42	Fallbrook Ave and Victory Blvd	920	1120	1041	406	1140	764	963	620
43	Shoup Ave and Victory Blvd	411	915	1138	912	647	719	675	1335
44	Westfield Way (Pvt) and Victory Blvd	21	1134	0	1889	31	1844	0	1169
45	Owensmouth Ave and Victory Blvd	888	1299	1075	1844	1481	1744	747	1134
46	Variel Ave and Victory Blvd	395	2136	1056	2923	1205	2759	491	2056
47	Mason Ave and Victory Blvd	1449	1673	0	2773	1807	1920	0	2168
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	408	0	1683	315	1009	0	1147	251
49	Shoup Ave and Erwin St	675	721	691	0	1138	419	530	0
50	Shoup Ave and Oxnard St	587	490	830	397	772	293	777	462
51	Owensmouth Ave and Oxnard St	394	787	684	800	454	784	663	764
52	Shoup Ave and Burbank Blvd	649	194	1217	456	673	247	1024	572
53	Shoup Ave and Ventura Blvd	1024	1308	546	632	1217	889	550	853
54	101 Ventura Fwy EB and Ventura Blvd	0	746	552	908	514	936	0	755
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	1893	598	2201	0	2765	0	1928	0
56	Topanga Canyon Blvd and Ventura Blvd	1675	1368	1993	936	2138	1133	1954	746
57	Canoga Ave and Ventura Blvd	855	842	395	731	675	701	559	888
58	De Soto Ave/Serrania Ave and Ventura Blvd	1019	2119	523	1461	762	2369	594	1398
59	Topanga Canyon Blvd and Martinez St	1202	0	1474	0	1279	0	1397	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	954	0	1280	245	1501	0	768	209
61	De Soto Ave and Kittridge St	1012	118	1519	48	1354	319	918	106
62	Topanga Canyon Blvd and Village Dwy	1258	0	2511	278	2238	0	1620	188
63	Canoga Ave and Trillium Dwy (Pvt)	1079	303	2036	198	1615	297	1541	164
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	977	106	1105	200	1085	141	1035	126
65	Canoga Ave and Warner Ranch Rd (Pvt)	1715	346	1865	32	1638	187	2074	58
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	1120	64	898	205	1070	88	1125	4
67	Owensmouth Ave and Promenade Dwy (Pvt)	409	184	454	63	583	119	394	14
68	Owensmouth Ave and West Valley Way (Pvt)	747	178	905	38	1075	131	508	153
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	764	117	1596	0	800	53	1625
71	Eton Ave and Vanowen St	0	730	17	1013	0	1006	7	748
72	Independence Ave and Vanowen St	0	742	185	886	0	1071	165	576
73	Variel Ave and Kittridge St	207	2	705	7	656	34	214	17
74	Variel Ave and Oxnard St	337	619	297	582	519	683	158	475
75	Variel Ave and Califa St	109	129	0	75	117	122	0	73
76	Warner Center Lane and Burbank Blvd	189	215	0	194	89	334	0	175

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT PM WITH VARIEL AVE CORRIDOR IMPROVEMENT MODEL
VOLUMES

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	1605	38	1049	0	1069	135	1489	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	781	28	473	44	537	44	680	64
80	Topanga Canyon Blvd and Marylee St	1352	22	1706	0	1716	23	1341	0
81	Topanga Canyon Blvd and Calvert St	1438	433	1972	27	2217	238	1227	188
82	Topanga Canyon Blvd and Bassett St	1087	0	1600	68	1669	0	1019	68
83	Randi Ave and Victory Blvd	111	944	213	719	105	772	194	915
84	Glade Ave and Erwin St	27	824	128	378	119	387	45	806
85	Randi Ave/Nevada Ave and Erwin St	0	806	50	341	62	378	105	651
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	129	809	170	778	240	824	54	769
88	Remmet Ave and Sherman Way	139	860	294	1064	274	1059	176	849
89	Variel Ave and Sherman Way	32	1189	378	1596	43	1934	97	1121
90	Owensmouth Ave and Gault St	337	16	740	3	704	36	337	19
91	Owensmouth Ave and Hart St	337	73	848	59	740	34	380	163
92	De Soto Ave and Hart St	1015	0	1298	127	1421	0	1020	0
93	Mason Ave and Vanowen St	786	1071	1667	981	1110	1395	1372	628
94	Don Pio Dr and Ventura Blvd	0	888	483	1133	0	731	405	1368
95	Owensmouth Ave and Satcoy St	430	793	288	863	510	871	197	795
96	Canoga Ave and Satcoy St	799	1259	912	919	1000	1468	730	692
97	Variel Ave and Satcoy St	24	1011	113	1390	38	1285	128	1086
98	De Soto Ave and Satcoy St	1287	690	1426	1285	1470	1079	1128	1011
99	Shoup Ave and Valerio St	603	427	935	0	987	334	645	0
100	Topanga Canyon Blvd and Valerio St	917	0	1144	13	1158	0	904	13
101	Canoga Ave and Valerio St	730	111	992	72	912	152	699	140
102	Lurline Ave and Sherman Way	241	2429	0	2906	328	3147	0	2100
103	Mason Ave and Sherman Way	803	2803	1226	3147	1246	3519	786	2429
104	Owensmouth Ave and Wyandotte St	197	104	351	130	288	204	206	82
105	Sale Ave and Vanowen St	0	466	0	357	0	357	0	466
106	Winnetka Ave and Vanowen St	790	788	1199	1214	1101	1218	685	987
107	Sale Ave and Victory Blvd	370	1335	0	764	437	912	0	1120
108	Winnetka Ave and Victory Blvd	639	1774	1327	2179	1105	1959	1085	1770
109	Winnetka Ave and Busway	685	0	1105	98	1199	0	639	50
110	Fallbrook Ave and Oxnard St	963	525	842	169	1041	466	679	311
111	Winnetka Ave and Calvert St	1085	0	1327	0	1327	0	1085	0
112	Winnetka Ave and Oxnard St	1085	335	1111	668	1327	477	890	507
113	Fallbrook Ave and Burbank Blvd	679	657	939	588	842	521	574	925
114	Winnetka Ave and Hatteras St	890	54	1343	0	1111	231	944	0
115	Winnetka Ave and Clark St	944	0	1373	210	1343	0	1001	183
116	Winnetka Ave and 101 Ventura Fwy WB	1001	632	1050	0	1373	0	1033	278
117	Winnetka Ave and 101 Ventura Fwy EB	1033	0	1138	474	1050	685	910	0
118	Winnetka Ave and Ventura Blvd	910	1478	717	1981	1138	1690	898	1359
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mullholland Dr	999	101	1056	850	1790	99	1004	113
121	Fallbrook Ave and Ventura Blvd	717	853	1350	261	1084	632	544	922
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	161	922	413	407	288	261	834	519
123	Tampa Ave and Ventura Blvd	999	1523	173	1618	412	2264	235	1402
124	Tampa Ave and 101 Ventura Fwy EB	652	0	412	689	755	0	999	0
125	Tampa Ave and 101 Ventura Fwy WB	843	768	755	0	1090	0	652	624
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bly	0	1530	312	2264	957	1419	207	1523
127	Topham St/Busway and Victory Blvd	0	1128	646	1959	0	1290	669	1774
128	Corbin Ave and Victory Blvd	1121	1241	1641	1290	1347	1448	1369	1128
129	Tampa Ave and Victory Blvd	501	1699	637	1600	548	1896	588	1408
130	Burbank Blvd and Ventura Blvd	407	1052	1283	1765	633	919	757	2199
131	Reseda Blvd and Burbank Blvd	750	923	1205	633	452	1701	951	407
132	Reseda Blvd and 101 Ventura Fwy EB	614	0	452	587	903	0	750	0
133	Reseda Blvd and 101 Ventura Fwy WB	905	617	903	0	1318	0	614	493
134	101 Ventura Fwy EB and Burbank Blvd	0	923	0	1701	0	1088	612	923
135	Canoga Ave and Nordhoff St	377	1407	929	719	483	1482	826	640
136	De Soto Ave and Nordhoff St	1621	847	807	1482	1717	805	829	1407
137	Topanga Canyon Blvd and Parthenia St	1838	948	2059	0	1930	940	1973	0
138	Canoga Ave and Parthenia St	826	964	887	1382	929	997	702	1431
139	De Soto Ave and Parthenia St	1393	662	1436	606	1283	889	1336	588
140	Fallbrook Ave and Roscoe Blvd	422	1026	792	677	424	958	743	791
141	Shoup Ave and Roscoe Blvd	413	1320	548	958	492	1248	473	1026
142	Canoga Ave and Roscoe Blvd	898	1306	879	1064	1110	1394	652	991
143	De Soto Ave and Roscoe Blvd	1148	1062	1475	1544	1308	1274	1196	1450
144	Mason Ave and Roscoe Blvd	1330	1163	1334	1274	1464	1306	1270	1062
145	Winnetka Ave and Roscoe Blvd	1010	1221	1235	1306	1042	1360	1208	1163
146	Fallbrook Ave and Satcoy St	848	617	1290	282	932	543	1134	426
147	Shoup Ave and Satcoy St	342	858	987	723	479	908	603	922
148	Mason Ave and Satcoy St	1022	1072	1452	1287	1423	1429	1073	907
149	Winnetka Ave and Satcoy St	877	1294	1371	1337	1003	1661	1074	1141
150	Fallbrook Av and Sherman Way	879	1074	1204	903	1013	864	878	1304
151	Winnetka Ave and Sherman Way	883	2894	1189	2937	1199	3267	913	2523
152	Woodlake Ave and Burbank Blvd	371	925	570	341	449	588	502	668

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT PM WITH VARIEL AVENUE CORRIDOR IMPROVEMENT
DIFFERENCE (WITH IMPROVEMENT - WITHOUT IMPROVEMENT)

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
1	Topanga Canyon Blvd and Vanowen St	3	-5	-64	-15	-35	-43	-5	3
2	Canoga Ave and Vanowen St	-24	-55	-188	-99	-51	-262	-40	-12
3	De Soto Ave and Vanowen St	-1	11	-67	31	-144	13	164	-60
4	Topanga Canyon Blvd and Victory Blvd	-4	7	-9	47	-68	95	1	13
5	Canoga Ave and Victory Blvd	-48	39	-5	178	-161	374	-16	-33
6	De Soto Ave and Victory Blvd	-89	57	7	-287	-309	-44	-14	54
7	Topanga Canyon Blvd and Erwin St	2	-7	3	-18	-7	-18	1	4
8	Owensmouth Ave and Erwin St	-6	13	-15	14	-5	37	-18	-8
9	Canoga Ave and Erwin St	-8	3	19	34	-7	48	3	4
10	Variel Ave and Erwin St	37	43	45	49	119	27	13	16
11	De Soto Ave and Erwin St	-24	0	36	21	3	0	-10	39
12	Topanga Canyon Blvd and Oxnard St	2	1	7	10	12	5	3	0
13	Canoga Ave and Oxnard St	-7	31	40	21	18	38	8	21
14	De Soto Ave and Oxnard St	-11	6	-9	43	36	-5	-32	31
15	Topanga Canyon Blvd and Califa St	4	-4	6	0	8	-7	4	0
16	Owensmouth Ave and Califa St	-5	0	27	-6	12	19	-12	-2
17	Canoga Ave and Califa St	8	-1	29	20	36	3	17	1
18	De Soto Ave and Califa St	-31	0	27	-29	-5	0	-21	-7
19	101 Ventura Fwy WB and Burbank Blvd	0	5	0	6	0	6	2	3
20	Topanga Canyon Blvd and Burbank Blvd	3	-5	35	7	-1	30	5	5
21	Owensmouth Ave and Burbank Blvd	-13	9	0	31	29	3	0	-6
22	Canoga Ave and Burbank Blvd	16	0	20	2	24	1	5	8
23	De Soto Ave and Burbank Blvd (N)	-15	0	20	8	26	0	-14	2
24	Canoga Ave and 101 Ventura Fwy WB	5	-2	16	0	17	0	2	0
25	De Soto Ave 101 Ventura Fwy WB	-14	2	-11	0	-18	0	-10	6
26	Canoga Ave and 101 Ventura Fwy EB	2	0	20	0	16	-1	8	0
27	De Soto Ave and 101 Ventura Fwy EB	-10	0	3	7	-11	4	7	0
28	Topanga Canyon Blvd and Nordhoff St	3	7	4	0	11	6	-1	0
29	Topanga Canyon Blvd and Roscoe Blvd	-15	-3	-11	-8	-12	-7	3	-22
30	Topanga Canyon Blvd and Saticoy St	3	6	-5	-9	-2	-4	-3	3
31	Shoup Ave and Sherman Way	-2	-5	-15	7	-18	-8	12	-1
32	Topanga Canyon Blvd and Sherman Way	-1	-1	-14	-8	-5	3	-19	-5
33	Owensmouth Ave and Sherman Way	0	11	-35	13	-5	-23	-12	29
34	Canoga Ave and Sherman Way	-10	-18	-93	-55	9	-181	-6	3
35	De Soto Ave and Sherman Way	-29	35	3	112	20	57	-2	47
36	Fallbrook Ave and Vanowen St	-2	-8	-44	-9	-2	-49	-34	22
37	Shoup Ave and Vanowen St	12	-2	-33	-49	-15	-32	-16	-8
38	Owensmouth Ave and Vanowen St	-27	-30	-154	-58	-127	-99	-29	-15
39	Variel Ave and Vanowen St	97	36	420	-126	513	38	-81	-41
40	Topanga Canyon Blvd and Kittridge St	-5	0	-52	-12	-65	0	-6	1
41	Woodlake Ave and Victory Blvd	3	-20	-10	-1	-7	4	3	-27
42	Fallbrook Ave and Victory Blvd	-16	4	-25	4	-27	14	-1	-19
43	Shoup Ave and Victory Blvd	-11	2	-3	21	-28	42	-14	9
44	Westfield Way (Pvt) and Victory Blvd	0	10	0	96	0	96	0	9
45	Owensmouth Ave and Victory Blvd	-13	-39	-6	96	-126	165	-10	10
46	Variel Ave and Victory Blvd	395	61	98	450	1205	-289	60	28
47	Mason Ave and Victory Blvd	-93	71	0	-44	-168	46	0	57
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	-29	0	-126	15	-154	0	-10	24
49	Shoup Ave and Erwin St	-14	8	-12	0	-3	-19	4	0
50	Shoup Ave and Oxnard St	5	-1	-14	4	-11	2	1	1
51	Owensmouth Ave and Oxnard St	-1	5	7	5	14	8	-7	1
52	Shoup Ave and Burbank Blvd	2	-2	-8	-2	-6	10	-4	-9
53	Shoup Ave and Ventura Blvd	-4	-26	1	19	-8	1	-8	4
54	101 Ventura Fwy EB and Ventura Blvd	0	-5	4	10	-1	11	0	-2
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N)	5	10	23	0	35	0	4	0
56	Topanga Canyon Blvd and Ventura Blvd	4	8	8	11	12	19	4	-5
57	Canoga Ave and Ventura Blvd	8	15	8	17	20	16	3	9
58	De Soto Ave/Serrania Ave and Ventura Blvd	7	-12	-6	5	3	-6	-3	2
59	Topanga Canyon Blvd and Martinez St	4	0	9	0	7	0	5	0
60	Canoga Ave and Rocketdyne Dwy (Pvt)	-40	0	-192	4	-188	0	-30	-10
61	De Soto Ave and Kittridge St	164	-127	-309	-165	-100	-53	-122	-161
62	Topanga Canyon Blvd and Village Dwy	1	0	-8	3	-9	0	5	-1
63	Canoga Ave and Trillium Dwy (Pvt)	-16	9	-7	0	-5	2	-8	-2
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	-21	0	26	7	27	0	-15	-1
65	Canoga Ave and Warner Ranch Rd (Pvt)	17	-1	24	0	29	-5	16	-1
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	-14	0	-15	32	20	-3	-14	0
67	Owensmouth Ave and Promenade Dwy (Pvt)	-18	15	14	-14	-15	12	-1	0
68	Owensmouth Ave and West Valley Way (Pvt)	-10	-1	-5	0	-6	0	-6	-5
69	Canoga Ave and Busway	0	0	0	0	0	0	0	0
70	AMC Dwy and Oxnard St	0	1	-1	5	0	5	0	1
71	Eton Ave and Vanowen St	0	-41	-14	-262	0	-126	-136	-55
72	Independence Ave and Vanowen St	0	-60	-7	38	0	31	-96	36
73	Variel Ave and Kittridge St	-81	-2	438	-136	320	34	-122	-14
74	Variel Ave and Oxnard St	15	35	28	39	31	41	14	32
75	Variel Ave and Califa St	8	28	0	2	25	9	0	2
76	Warner Center Lane and Burbank Blvd	0	2	0	8	1	8	0	0

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT PM WITH VARIEL AVENUE CORRIDOR IMPROVEMENT
DIFFERENCE (WITH IMPROVEMENT - WITHOUT IMPROVEMENT)

Int #	INTERSECTION	APPROACH				DEPARTURE			
		NL	EL	SL	WL	NL	EL	SL	WL
77	De Soto Ave and Clark St	-53	9	-18	0	-11	-36	-14	0
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	0	0	0	0	0
79	Owensmouth Ave and Marylee St	-12	0	28	0	27	0	-13	0
80	Topanga Canyon Blvd and Marylee St	4	0	5	0	6	0	4	0
81	Topanga Canyon Blvd and Calvert St	1	-19	12	0	3	-1	2	-10
82	Topanga Canyon Blvd and Bassett St	1	0	-35	-18	-53	0	3	-2
83	Randi Ave and Victory Blvd	1	8	-9	42	-12	51	-1	2
84	Glade Ave and Erwin St	1	4	-2	-18	-6	-18	1	6
85	Randi Ave/Nevada Ave and Erwin St	0	6	-5	-19	-9	-18	1	8
86	Topanga Canyon Blvd and Clarendon St	0	0	0	0	0	0	0	0
87	Jordan Ave and Sherman Way	4	4	-31	3	-7	-10	-1	-1
88	Remmet Ave and Sherman Way	-7	-6	-23	-23	-7	-65	3	11
89	Variel Ave and Sherman Way	19	47	175	-19	39	112	89	-20
90	Owensmouth Ave and Gault St	-12	-1	-41	-1	-35	-7	-12	-1
91	Owensmouth Ave and Hart St	-12	6	-70	-26	-41	-22	-25	-15
92	De Soto Ave and Hart St	-2	0	-144	124	-18	0	-1	-3
93	Mason Ave and Vanowen St	20	13	-41	14	6	3	-15	11
94	Don Pio Dr and Ventura Blvd	0	9	0	19	0	17	3	8
95	Owensmouth Ave and Satcoy St	1	1	0	-32	-4	-23	-2	-1
96	Canoga Ave and Satcoy St	-2	-6	10	-31	7	-25	-8	-1
97	Variel Ave and Satcoy St	24	-6	35	-13	38	-14	25	-10
98	De Soto Ave and Satcoy St	-24	18	24	-14	2	39	-30	-6
99	Shoup Ave and Valerio St	-10	-2	-18	0	-20	-7	-2	0
100	Topanga Canyon Blvd and Valerio St	-3	0	-5	0	-5	0	-5	3
101	Canoga Ave and Valerio St	-8	4	2	-1	10	-9	-7	1
102	Lurline Ave and Sherman Way	-1	36	0	57	0	56	0	35
103	Mason Ave and Sherman Way	21	-24	7	56	17	-12	20	36
104	Owensmouth Ave and Wyandotte St	3	6	-5	-6	0	-9	0	5
105	Sale Ave and Vanowen St	0	-8	0	-49	0	-49	0	-8
106	Winnetka Ave and Vanowen St	-22	-10	-63	1	-45	-8	-51	10
107	Sale Ave and Victory Blvd	7	9	0	14	4	21	0	4
108	Winnetka Ave and Victory Blvd	5	2	-3	45	-62	21	16	74
109	Winnetka Ave and Busway	-51	0	-62	-2	-63	0	5	-58
110	Fallbrook Ave and Oxnard St	-1	0	-23	7	-25	4	1	0
111	Winnetka Ave and Calvert St	16	0	-3	0	-3	0	16	0
112	Winnetka Ave and Oxnard St	16	4	4	-7	-3	3	12	7
113	Fallbrook Ave and Burbank Blvd	1	-7	-25	-2	-23	-2	0	-10
114	Winnetka Ave and Hatteras St	12	-1	-6	0	4	-11	11	0
115	Winnetka Ave and Clark St	11	0	45	-37	-6	0	13	14
116	Winnetka Ave and 101 Ventura Fwy WB	13	10	25	0	45	0	6	-3
117	Winnetka Ave and 101 Ventura Fwy EB	6	0	2	7	25	2	-12	0
118	Winnetka Ave and Ventura Blvd	-12	3	-18	13	2	-5	1	-14
119	Sale Ave and Ventura Blvd	0	0	0	0	0	0	0	0
120	Topanga Canyon Blvd and Mullholland Dr	-4	-1	-1	5	3	-1	-2	-1
121	Fallbrook Ave and Ventura Blvd	1	4	-11	-1	-28	19	-5	8
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	0	8	0	-3	1	-1	-9	12
123	Tampa Ave and Ventura Blvd	10	-1	-1	5	-2	14	-2	3
124	Tampa Ave and 101 Ventura Fwy EB	7	0	-2	-4	-9	0	10	0
125	Tampa Ave and 101 Ventura Fwy WB	-1	11	-9	0	2	0	7	-8
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bl	0	-2	0	14	5	11	-2	-1
127	Topham St/Busway and Victory Blvd	0	5	-3	21	0	0	21	2
128	Corbin Ave and Victory Blvd	-21	6	-19	0	-14	1	-27	5
129	Tampa Ave and Victory Blvd	0	0	-2	-9	-10	0	-4	5
130	Burbank Blvd and Ventura Blvd	10	-6	-10	4	-5	-7	16	-3
131	Reseda Blvd and Burbank Blvd	-26	-6	12	-5	-20	1	-17	10
132	Reseda Blvd and 101 Ventura Fwy EB	-1	0	-20	7	12	0	-26	0
133	Reseda Blvd and 101 Ventura Fwy WB	12	-27	12	0	-11	0	-1	10
134	101 Ventura Fwy EB and Burbank Blvd	0	-7	0	1	0	-5	5	-6
135	Canoga Ave and Nordhoff St	-5	-1	0	7	0	-2	-6	10
136	De Soto Ave and Nordhoff St	5	-4	10	-2	6	-2	6	-1
137	Topanga Canyon Blvd and Parthenia St	-1	-1	-1	0	4	-11	2	0
138	Canoga Ave and Parthenia St	-6	6	24	-15	0	7	2	-1
139	De Soto Ave and Parthenia St	6	-2	3	6	12	2	-7	5
140	Fallbrook Ave and Roscoe Blvd	24	-22	-8	8	4	-4	-2	4
141	Shoup Ave and Roscoe Blvd	-9	-19	-9	-4	2	-21	-1	-22
142	Canoga Ave and Roscoe Blvd	-5	1	7	-8	12	-11	0	-5
143	De Soto Ave and Roscoe Blvd	-7	0	15	-9	3	4	-9	0
144	Mason Ave and Roscoe Blvd	4	1	20	4	16	14	0	0
145	Winnetka Ave and Roscoe Blvd	-8	1	-19	14	-1	-33	22	1
146	Fallbrook Ave and Satcoy St	-2	1	-17	0	-9	-3	-4	-4
147	Shoup Ave and Satcoy St	-2	1	-20	-3	-13	0	-10	1
148	Mason Ave and Satcoy St	-25	-8	17	40	13	-30	21	18
149	Winnetka Ave and Satcoy St	17	8	-12	-32	-32	24	-1	-9
150	Fallbrook Av and Sherman Way	-4	-1	-2	-10	-17	7	-2	-5
151	Winnetka Ave and Sherman Way	-2	-9	-46	-11	-12	-8	-24	-25
152	Woodlake Ave and Burbank Blvd	3	-10	-1	-1	-4	-2	-2	-1

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL LINK VOLUMES 2035 WITH PROJECT PM WITH MITIGATION (VARIEL AVE
CORRIDOR IMPRV) FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	2,200	1,412	1,467	1,980	877	1,053	1,006	1,106
2	Canoga Ave and Vanowen St	2,006	1,239	1,342	1,854	1,038	1,074	1,071	1,290
3	De Soto Ave and Vanowen St	1,947	1,433	1,403	1,934	1,855	1,234	1,288	1,892
4	Topanga Canyon Blvd and Victory Blvd	2,376	1,581	1,397	2,203	1,495	1,211	1,480	1,752
5	Canoga Ave and Victory Blvd	2,209	1,352	1,273	1,783	2,620	1,946	2,094	2,890
6	De Soto Ave and Victory Blvd	1,784	1,199	1,128	1,717	3,053	1,973	1,777	2,852
7	Topanga Canyon Blvd and Erwin St	2,326	1,728	1,488	2,150	576	836	755	431
8	Owensmouth Ave and Erwin St	922	623	944	1,227	1,342	1,129	671	900
9	Canoga Ave and Erwin St	2,069	1,415	1,588	2,367	790	678	676	663
10	Variel Ave and Erwin St	729	491	619	1,048	822	422	345	554
11	De Soto Ave and Erwin St	2,075	1,416	1,362	2,203	665	452	35	70
12	Topanga Canyon Blvd and Oxnard St	2,425	1,974	1,502	2,083	842	1,058	1,320	974
13	Canoga Ave and Oxnard St	2,104	1,600	1,457	1,991	1,141	807	742	1,044
14	De Soto Ave and Oxnard St	2,181	1,710	1,490	2,111	1,013	486	284	663
15	Topanga Canyon Blvd and Califa St	2,219	1,765	2,037	2,494	0	0	226	224
16	Owensmouth Ave and Califa St	457	756	665	737	271	236	628	450
17	Canoga Ave and Califa St	2,170	2,052	1,798	2,155	707	414	390	444
18	De Soto Ave and Califa St	2,214	1,950	1,839	2,239	359	222	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,254	0	0	424	624	1,710	382
20	Topanga Canyon Blvd and Burbank Blvd	3,210	1,767	1,638	2,176	416	1,684	1,476	565
21	Owensmouth Ave and Burbank Blvd	365	174	708	449	742	1,334	920	745
22	Canoga Ave and Burbank Blvd	1,983	1,925	1,721	1,942	710	1,113	910	438
23	De Soto Ave and Burbank Blvd (N)	1,632	2,308	2,087	1,991	1,217	308	0	0
24	Canoga Ave and 101 Ventura Fwy WB	865	2,073	1,844	1,558	0	0	921	0
25	De Soto Ave 101 Ventura Fwy WB	1,217	1,940	2,343	1,535	0	835	750	0
26	Canoga Ave and 101 Ventura Fwy EB	1,176	1,162	2,092	859	0	0	0	1,247
27	De Soto Ave and 101 Ventura Fwy EB	1,151	1,087	1,900	1,238	866	0	0	1,104
28	Topanga Canyon Blvd and Nordhoff St	1,822	1,860	3,177	3,072	173	207	655	325
29	Topanga Canyon Blvd and Roscoe Blvd	1,278	1,962	2,217	1,653	1,738	1,837	1,378	1,544
30	Topanga Canyon Blvd and Saticoy St	2,183	1,399	1,553	2,136	1,414	1,376	1,395	1,633
31	Shoup Ave and Sherman Way	1,600	885	947	1,587	1,535	856	667	1,420
32	Topanga Canyon Blvd and Sherman Way	2,154	1,614	1,448	2,079	1,600	1,310	1,422	1,621
33	Owensmouth Ave and Sherman Way	781	568	447	568	1,310	1,194	1,238	1,447
34	Canoga Ave and Sherman Way	1,848	1,305	1,171	1,771	1,702	1,504	1,629	1,771
35	De Soto Ave and Sherman Way	2,113	1,315	1,386	2,297	2,505	1,407	1,489	2,633
36	Fallbrook Ave and Vanowen St	2,005	1,622	1,667	2,002	187	223	106	76
37	Shoup Ave and Vanowen St	1,703	837	844	1,760	1,023	977	943	939
38	Owensmouth Ave and Vanowen St	1,250	731	784	1,102	1,384	1,163	1,229	1,650
39	Variel Ave and Vanowen St	629	45	132	548	1,744	1,200	1,207	1,919
40	Topanga Canyon Blvd and Kittridge St	2,014	1,451	1,472	2,116	150	112	244	193
41	Woodlake Ave and Victory Blvd	322	147	379	615	1,049	1,230	1,067	972
42	Fallbrook Ave and Victory Blvd	1,490	1,251	1,704	1,899	1,304	1,664	1,415	1,168
43	Shoup Ave and Victory Blvd	1,796	951	917	1,687	1,194	1,362	1,327	1,233
44	Westfield Way (Pvt) and Victory Blvd	171	122	298	326	2,441	1,903	1,846	2,142
45	Owensmouth Ave and Victory Blvd	1,673	880	1,121	1,638	2,081	1,883	1,776	2,250
46	Variel Ave and Victory Blvd	979	491	395	1,205	3,390	2,121	1,950	2,899
47	Mason Ave and Victory Blvd	507	409	614	974	3,277	2,017	1,694	2,675
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	1,810	1,286	794	1,150	238	384	0	0
49	Shoup Ave and Erwin St	1,602	1,102	977	1,837	23	43	663	287
50	Shoup Ave and Oxnard St	1,445	972	1,009	1,493	1,473	924	1,104	1,641
51	Owensmouth Ave and Oxnard St	727	592	519	707	981	933	754	869
52	Shoup Ave and Burbank Blvd	1,452	852	953	1,448	371	432	365	409
53	Shoup Ave and Ventura Blvd	746	352	916	1,440	1,270	1,722	2,425	1,734
54	101 Ventura Fwy EB and Ventura Blvd	1,788	28	0	1,101	1,739	1,045	1,115	2,424
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp to N	2,420	2,306	1,816	3,180	618	0	750	0
56	Topanga Canyon Blvd and Ventura Blvd	1,983	1,452	1,397	2,745	1,736	993	1,303	1,727
57	Canoga Ave and Ventura Blvd	574	700	1,122	1,160	1,895	1,650	1,423	1,504
58	De Soto Ave/Serrania Ave and Ventura Blvd	357	394	1,106	1,102	1,502	1,449	1,714	1,966
59	Topanga Canyon Blvd and Martinez St	1,575	1,416	1,295	1,801	60	36	34	19
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1,914	1,030	1,105	1,940	176	145	30	19
61	De Soto Ave and Kittridge St	1,745	1,136	1,404	1,926	81	59	110	220
62	Topanga Canyon Blvd and Village Dwy	2,664	1,851	1,498	2,229	162	125	28	14
63	Canoga Ave and Trillium Dwy (Pvt)	2,325	1,678	1,423	2,201	137	58	330	280
64	De Soto Ave and Warner Center Lane (Pvt)/Serran	2,198	1,947	1,916	2,162	145	118	83	114
65	Canoga Ave and Warner Ranch Rd (Pvt)	1,796	2,027	2,029	1,924	8	29	257	126
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pv	1,777	2,025	2,187	1,885	365	160	174	294
67	Owensmouth Ave and Promenade Dwy (Pvt)	932	642	667	865	170	135	113	83
68	Owensmouth Ave and West Valley Way (Pvt)	1,304	847	841	1,577	317	36	123	70
69	Canoga Ave and Busway	1,992	1,272	1,251	1,977	0	0	23	18
70	AMC Dwy and Oxnard St	160	96	161	324	1,801	1,739	1,097	981
71	Eton Ave and Vanowen St	111	240	16	2	1,953	1,248	1,235	1,823
72	Independence Ave and Vanowen St	76	96	44	82	1,917	1,268	1,341	1,938
73	Variel Ave and Kittridge St	520	75	24	409	94	63	84	203
74	Variel Ave and Oxnard St	531	230	516	607	1,060	499	504	1,275
75	Variel Ave and Califa St	43	8	215	407	391	140	167	254
76	Warner Center Lane and Burbank Blvd	0	0	214	60	933	587	434	948

APPENDIX G.4 - VOLUME DEVELOPMENT

FINAL LINK VOLUMES 2035 WITH PROJECT PM WITH MITIGATION (VARIEL AVE
CORRIDOR IMPRV) FOR POST PROCESSOR

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
77	De Soto Ave and Clark St	1,650	2,391	2,515	1,626	0	0	45	194
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	442	46	574	783	598	785
79	Owensmouth Ave and Marylee St	451	754	754	453	82	70	18	35
80	Topanga Canyon Blvd and Marylee St	2,218	1,755	1,791	2,248	0	0	91	123
81	Topanga Canyon Blvd and Calvert St	2,141	1,618	1,819	2,259	88	291	445	325
82	Topanga Canyon Blvd and Bassett St	2,066	1,385	1,460	2,129	200	213	0	0
83	Randi Ave and Victory Blvd	143	134	75	75	1,249	1,364	1,251	1,191
84	Glade Ave and Erwin St	255	116	152	111	311	808	774	353
85	Randi Ave/Nevada Ave and Erwin St	87	113	62	164	308	709	870	330
86	Topanga Canyon Blvd and Clarendon St	2,612	1,377	1,746	3,222	526	264	382	402
87	Jordan Ave and Sherman Way	203	113	234	262	1,372	1,149	1,260	1,546
88	Remmet Ave and Sherman Way	370	183	81	156	1,476	1,186	1,311	1,290
89	Variel Ave and Sherman Way	400	234	222	293	1,655	1,202	1,329	1,916
90	Owensmouth Ave and Gault St	835	589	567	791	91	101	115	127
91	Owensmouth Ave and Hart St	966	689	614	896	144	185	111	65
92	De Soto Ave and Hart St	1,849	1,505	1,525	1,989	219	79	79	134
93	Mason Ave and Vanowen St	782	811	976	1,014	1,835	1,228	1,132	1,656
94	Don Pio Dr and Ventura Blvd	154	197	301	263	1,563	1,622	1,725	1,654
95	Owensmouth Ave and Satcoy St	529	383	476	592	1,395	1,009	1,061	1,476
96	Canoga Ave and Satcoy St	1,563	1,254	1,332	1,560	1,484	1,105	1,205	1,666
97	Variel Ave and Satcoy St	224	160	190	211	1,573	1,127	1,067	1,557
98	De Soto Ave and Satcoy St	2,053	1,385	1,497	1,704	1,743	1,045	932	1,719
99	Shoup Ave and Valerio St	1,247	726	696	1,159	103	124	53	95
100	Topanga Canyon Blvd and Valerio St	1,797	1,472	1,472	1,853	139	115	150	148
101	Canoga Ave and Valerio St	1,479	1,295	1,300	1,528	242	118	198	235
102	Lurline Ave and Sherman Way	64	103	121	146	1,962	1,332	1,392	1,961
103	Mason Ave and Sherman Way	1,050	970	1,091	1,295	1,963	1,383	1,549	2,302
104	Owensmouth Ave and Wyandotte St	587	430	398	558	133	100	91	119
105	Sale Ave and Vanowen St	67	84	41	58	924	904	915	907
106	Winnetka Ave and Vanowen St	1,481	1,075	1,065	1,453	1,446	1,069	1,181	1,574
107	Sale Ave and Victory Blvd	74	30	70	87	1,197	1,393	1,415	1,239
108	Winnetka Ave and Victory Blvd	1,462	1,081	1,116	1,444	2,455	1,711	1,556	2,354
109	Winnetka Ave and Busway	1,424	1,067	1,113	1,467	55	60	17	17
110	Fallbrook Ave and Oxnard St	1,623	1,276	1,219	1,730	156	225	559	324
111	Winnetka Ave and Calvert St	1,327	1,202	1,045	1,400	180	310	78	0
112	Winnetka Ave and Oxnard St	1,383	1,157	1,174	1,360	829	360	152	628
113	Fallbrook Ave and Burbank Blvd	1,442	1,147	1,263	1,592	320	429	427	284
114	Winnetka Ave and Hatteras St	1,590	1,033	1,202	1,450	29	30	52	157
115	Winnetka Ave and Clark St	1,537	1,394	1,129	1,580	195	143	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	1,089	1,050	1,260	1,475	0	594	891	0
117	Winnetka Ave and 101 Ventura Fwy EB	1,087	853	1,028	1,138	531	0	0	655
118	Winnetka Ave and Ventura Blvd	566	555	929	1,034	1,978	1,284	1,334	1,933
119	Sale Ave and Ventura Blvd	95	37	90	95	1,206	2,151	2,162	1,269
120	Topanga Canyon Blvd and Mullholland Dr	1,188	802	1,313	1,425	840	915	120	123
121	Fallbrook Ave and Ventura Blvd	958	500	1,099	1,429	640	1,539	1,853	1,082
122	Woodlake Ave/101 Ventura Fwy WB and Ventura B	285	773	258	309	537	692	1,434	634
123	Tampa Ave and Ventura Blvd	198	232	956	662	1,806	1,271	1,395	2,114
124	Tampa Ave and 101 Ventura Fwy EB	663	955	774	1,329	847	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	1,247	846	947	1,389	0	605	925	0
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Bl	387	210	0	823	2,096	1,487	1,495	1,638
127	Topham St/Busway and Victory Blvd	369	397	18	17	2,319	1,621	1,341	1,942
128	Corbin Ave and Victory Blvd	1,050	627	713	1,229	1,936	1,396	1,590	2,036
129	Tampa Ave and Victory Blvd	1,330	1,018	1,101	1,311	1,665	1,710	1,669	1,912
130	Burbank Blvd and Ventura Blvd	183	219	407	297	1,546	1,566	1,359	1,300
131	Reseda Blvd and Burbank Blvd	1,537	1,139	1,802	1,506	685	629	874	1,414
132	Reseda Blvd and 101 Ventura Fwy EB	1,442	1,978	1,568	1,963	932	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	1,963	1,568	1,229	1,690	0	753	1,062	0
134	101 Ventura Fwy EB and Burbank Blvd	0	944	0	0	1,665	800	800	954
135	Canoga Ave and Nordhoff St	1,078	866	841	862	683	667	1,151	1,153
136	De Soto Ave and Nordhoff St	1,925	1,546	1,707	2,176	1,540	1,235	1,155	1,392
137	Topanga Canyon Blvd and Parthenia St	2,280	1,988	2,118	2,172	10	47	607	814
138	Canoga Ave and Parthenia St	1,334	895	861	1,091	751	645	859	1,175
139	De Soto Ave and Parthenia St	1,682	1,631	1,664	2,002	1,036	878	964	1,189
140	Fallbrook Ave and Roscoe Blvd	763	963	499	209	937	932	1,367	1,389
141	Shoup Ave and Roscoe Blvd	789	539	178	207	1,360	1,321	1,530	1,616
142	Canoga Ave and Roscoe Blvd	1,533	1,393	1,185	1,374	1,396	975	1,111	1,461
143	De Soto Ave and Roscoe Blvd	1,659	1,413	1,621	2,013	1,535	1,256	1,061	1,505
144	Mason Ave and Roscoe Blvd	1,154	1,261	1,311	1,238	1,586	1,235	1,249	1,567
145	Winnetka Ave and Roscoe Blvd	1,313	1,325	1,325	1,276	1,481	1,301	1,316	1,535
146	Fallbrook Ave and Satcoy St	1,058	1,067	1,052	820	555	661	701	625
147	Shoup Ave and Satcoy St	1,130	728	581	800	617	735	723	790
148	Mason Ave and Satcoy St	1,272	1,025	1,088	1,300	1,560	1,208	1,240	1,627
149	Winnetka Ave and Satcoy St	1,347	1,178	1,301	1,334	1,523	1,250	1,190	1,597
150	Fallbrook Av and Sherman Way	1,257	1,482	1,105	1,198	1,179	949	824	1,029
151	Winnetka Ave and Sherman Way	1,395	1,066	1,336	1,685	1,881	1,320	1,520	2,110
152	Woodlake Ave and Burbank Blvd	338	207	174	211	309	410	401	325

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) PM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecasts

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	Topanga Canyon Blvd and Vanowen St	2,200	1,412	1,467	1,980	877	1,053	1,006	1,106
2	Canoga Ave and Vanowen St	2,006	1,239	1,342	1,854	1,038	1,074	1,071	1,290
3	De Soto Ave and Vanowen St	1,947	1,433	1,403	1,934	1,855	1,234	1,288	1,892
4	Topanga Canyon Blvd and Victory Blvd	2,376	1,581	1,397	2,203	1,495	1,211	1,480	1,752
5	Canoga Ave and Victory Blvd	2,209	1,352	1,273	1,783	2,620	1,946	2,094	2,890
6	De Soto Ave and Victory Blvd	1,784	1,199	1,128	1,717	3,053	1,973	1,777	2,852
7	Topanga Canyon Blvd and Erwin St	2,326	1,728	1,488	2,150	576	836	755	431
8	Owensmouth Ave and Erwin St	922	623	944	1,227	1,342	1,129	671	900
9	Canoga Ave and Erwin St	2,069	1,415	1,588	2,367	790	678	676	663
10	Variel Ave and Erwin St	729	491	619	1,048	822	422	345	554
11	De Soto Ave and Erwin St	2,075	1,416	1,362	2,203	665	452	35	70
12	Topanga Canyon Blvd and Oxnard St	2,425	1,974	1,502	2,083	842	1,058	1,320	974
13	Canoga Ave and Oxnard St	2,104	1,600	1,457	1,991	1,141	807	742	1,044
14	De Soto Ave and Oxnard St	2,181	1,710	1,490	2,111	1,013	486	284	663
15	Topanga Canyon Blvd and Califa St	2,219	1,765	2,037	2,494	0	0	226	224
16	Owensmouth Ave and Califa St	457	756	665	737	271	236	628	450
17	Canoga Ave and Califa St	2,170	2,052	1,798	2,155	707	414	390	444
18	De Soto Ave and Califa St	2,214	1,950	1,839	2,239	359	222	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	1,254	0	0	424	624	1,710	382
20	Topanga Canyon Blvd and Burbank Blvd	3,210	1,767	1,638	2,176	416	1,684	1,476	565
21	Owensmouth Ave and Burbank Blvd	365	174	708	449	742	1,334	920	745
22	Canoga Ave and Burbank Blvd	1,983	1,925	1,721	1,942	710	1,113	910	438
23	De Soto Ave and Burbank Blvd (N)	1,632	2,308	2,087	1,991	1,217	308	0	0
24	Canoga Ave and 101 Ventura Fwy WB	865	2,073	1,844	1,558	0	0	921	0
25	De Soto Ave 101 Ventura Fwy WB	1,217	1,940	2,343	1,535	0	835	750	0
26	Canoga Ave and 101 Ventura Fwy EB	1,176	1,162	2,092	859	0	0	0	1,247
27	De Soto Ave and 101 Ventura Fwy EB	1,151	1,087	1,900	1,238	866	0	0	1,104
28	Topanga Canyon Blvd and Nordhoff St	1,822	1,860	3,177	3,072	173	207	655	325
29	Topanga Canyon Blvd and Roscoe Blvd	1,278	1,962	2,217	1,653	1,738	1,837	1,378	1,544
30	Topanga Canyon Blvd and Satcoy St	2,183	1,399	1,553	2,136	1,414	1,376	1,395	1,633
31	Shoup Ave and Sherman Way	1,600	885	947	1,587	1,535	856	667	1,420
32	Topanga Canyon Blvd and Sherman Way	2,154	1,614	1,448	2,079	1,600	1,310	1,422	1,621
33	Owensmouth Ave and Sherman Way	781	568	447	568	1,310	1,194	1,238	1,447
34	Canoga Ave and Sherman Way	1,848	1,305	1,171	1,771	1,702	1,504	1,629	1,771
35	De Soto Ave and Sherman Way	2,113	1,315	1,386	2,297	2,505	1,407	1,489	2,633
36	Fallbrook Ave and Vanowen St	2,005	1,622	1,667	2,002	187	223	106	76
37	Shoup Ave and Vanowen St	1,703	837	844	1,760	1,023	977	943	939
38	Owensmouth Ave and Vanowen St	1,250	731	784	1,102	1,384	1,163	1,229	1,650
39	Variel Ave and Vanowen St	629	45	132	548	1,744	1,200	1,207	1,919
40	Topanga Canyon Blvd and Kittridge St	2,014	1,451	1,472	2,116	150	112	244	193
41	Woodlake Ave and Victory Blvd	322	147	379	615	1,049	1,230	1,067	972
42	Fallbrook Ave and Victory Blvd	1,490	1,251	1,704	1,899	1,304	1,664	1,415	1,168
43	Shoup Ave and Victory Blvd	1,796	951	917	1,687	1,194	1,362	1,327	1,233
44	Westfield Way (Pvt) and Victory Blvd	171	122	298	326	2,441	1,903	1,846	2,142
45	Owensmouth Ave and Victory Blvd	1,673	880	1,121	1,638	2,081	1,883	1,776	2,250
46	Variel Ave and Victory Blvd	979	491	395	1,205	3,390	2,121	1,950	2,899
47	Mason Ave and Victory Blvd	507	409	614	974	3,277	2,017	1,694	2,675
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	1,810	1,286	794	1,150	238	384	0	0
49	Shoup Ave and Erwin St	1,602	1,102	977	1,837	23	43	663	287
50	Shoup Ave and Oxnard St	1,445	972	1,009	1,493	1,473	924	1,104	1,641
51	Owensmouth Ave and Oxnard St	727	592	519	707	981	933	754	869
52	Shoup Ave and Burbank Blvd	1,452	852	953	1,448	371	432	365	409
53	Shoup Ave and Ventura Blvd	746	352	916	1,440	1,270	1,722	2,425	1,734
54	101 Ventura Fwy EB and Ventura Blvd	1,788	28	0	1,101	1,739	1,045	1,115	2,424

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) PM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecasts

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ramp)	2,420	2,306	1,816	3,180	618	0	750	0
56	Topanga Canyon Blvd and Ventura Blvd	1,983	1,452	1,397	2,745	1,736	993	1,303	1,727
57	Canoga Ave and Ventura Blvd	574	700	1,122	1,160	1,895	1,650	1,423	1,504
58	De Soto Ave/Serrania Ave and Ventura Blvd	357	394	1,106	1,102	1,502	1,449	1,714	1,966
59	Topanga Canyon Blvd and Martinez St	1,575	1,416	1,295	1,801	60	36	34	19
60	Canoga Ave and Rocketdyne Dwy (Pvt)	1,914	1,030	1,105	1,940	176	145	30	19
61	De Soto Ave and Kittridge St	1,745	1,136	1,404	1,926	81	59	110	220
62	Topanga Canyon Blvd and Village Dwy	2,664	1,851	1,498	2,229	162	125	28	14
63	Canoga Ave and Trillium Dwy (Pvt)	2,325	1,678	1,423	2,201	137	58	330	280
64	De Soto Ave and Warner Center Lane (Pvt)	2,198	1,947	1,916	2,162	145	118	83	114
65	Canoga Ave and Warner Ranch Rd (Pvt)	1,796	2,027	2,029	1,924	8	29	257	126
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dr	1,777	2,025	2,187	1,885	365	160	174	294
67	Owensmouth Ave and Promenade Dwy (Pvt)	932	642	667	865	170	135	113	83
68	Owensmouth Ave and West Valley Way (Pvt)	1,304	847	841	1,577	317	36	123	70
69	Canoga Ave and Busway	1,992	1,272	1,251	1,977	0	0	23	18
70	AMC Dwy and Oxnard St	160	96	161	324	1,801	1,739	1,097	981
71	Eton Ave and Vanowen St	111	240	16	2	1,953	1,248	1,235	1,823
72	Independence Ave and Vanowen St	76	96	44	82	1,917	1,268	1,341	1,938
73	Variel Ave and Kittridge St	520	75	24	409	94	63	84	203
74	Variel Ave and Oxnard St	531	230	516	607	1,060	499	504	1,275
75	Variel Ave and Califa St	43	8	215	407	391	140	167	254
76	Warner Center Lane and Burbank Blvd	0	0	214	60	933	587	434	948
77	De Soto Ave and Clark St	1,650	2,391	2,515	1,626	0	0	45	194
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	442	46	574	783	598	785
79	Owensmouth Ave and Marylee St	451	754	754	453	82	70	18	35
80	Topanga Canyon Blvd and Marylee St	2,218	1,755	1,791	2,248	0	0	91	123
81	Topanga Canyon Blvd and Calvert St	2,141	1,618	1,819	2,259	88	291	445	325
82	Topanga Canyon Blvd and Bassett St	2,066	1,385	1,460	2,129	200	213	0	0
83	Randi Ave and Victory Blvd	143	134	75	75	1,249	1,364	1,251	1,191
84	Glade Ave and Erwin St	255	116	152	111	311	808	774	353
85	Randi Ave/Nevada Ave and Erwin St	87	113	62	164	308	709	870	330
86	Topanga Canyon Blvd and Clarendon St	2,612	1,377	1,746	3,222	526	264	382	402
87	Jordan Ave and Sherman Way	203	113	234	262	1,372	1,149	1,260	1,546
88	Remmet Ave and Sherman Way	370	183	81	156	1,476	1,186	1,311	1,290
89	Variel Ave and Sherman Way	400	234	222	293	1,655	1,202	1,329	1,916
90	Owensmouth Ave and Gault St	835	589	567	791	91	101	115	127
91	Owensmouth Ave and Hart St	966	689	614	896	144	185	111	65
92	De Soto Ave and Hart St	1,849	1,505	1,525	1,989	219	79	79	134
93	Mason Ave and Vanowen St	782	811	976	1,014	1,835	1,228	1,132	1,656
94	Don Pio Dr and Ventura Blvd	154	197	301	263	1,563	1,622	1,725	1,654
95	Owensmouth Ave and Saticoy St	529	383	476	592	1,395	1,009	1,061	1,476
96	Canoga Ave and Saticoy St	1,563	1,254	1,332	1,560	1,484	1,105	1,205	1,666
97	Variel Ave and Saticoy St	224	160	190	211	1,573	1,127	1,067	1,557
98	De Soto Ave and Saticoy St	2,053	1,385	1,497	1,704	1,743	1,045	932	1,719
99	Shoup Ave and Valerio St	1,247	726	696	1,159	103	124	53	95
100	Topanga Canyon Blvd and Valerio St	1,797	1,472	1,472	1,853	139	115	150	148
101	Canoga Ave and Valerio St	1,479	1,295	1,300	1,528	242	118	198	235
102	Lurline Ave and Sherman Way	64	103	121	146	1,962	1,332	1,392	1,961
103	Mason Ave and Sherman Way	1,050	970	1,091	1,295	1,963	1,383	1,549	2,302
104	Owensmouth Ave and Wyandotte St	587	430	398	558	133	100	91	119
105	Sale Ave and Vanowen St	67	84	41	58	924	904	915	907
106	Winnetka Ave and Vanowen St	1,481	1,075	1,065	1,453	1,446	1,069	1,181	1,574
107	Sale Ave and Victory Blvd	74	30	70	87	1,197	1,393	1,415	1,239
108	Winnetka Ave and Victory Blvd	1,462	1,081	1,116	1,444	2,455	1,711	1,556	2,354

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) PM FINAL MODEL LINK VOLUMES

*Volume from Future Model Forecasts

Int #	INTERSECTION	NB	NB	SB	SB	EB	EB	WB	WB
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
109	Winnetka Ave and Busway	1,424	1,067	1,113	1,467	55	60	17	17
110	Fallbrook Ave and Oxnard St	1,623	1,276	1,219	1,730	156	225	559	324
111	Winnetka Ave and Calvert St	1,327	1,202	1,045	1,400	180	310	78	0
112	Winnetka Ave and Oxnard St	1,383	1,157	1,174	1,360	829	360	152	628
113	Fallbrook Ave and Burbank Blvd	1,442	1,147	1,263	1,592	320	429	427	284
114	Winnetka Ave and Hatteras St	1,590	1,033	1,202	1,450	29	30	52	157
115	Winnetka Ave and Clark St	1,537	1,394	1,129	1,580	195	143	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	1,089	1,050	1,260	1,475	0	594	891	0
117	Winnetka Ave and 101 Ventura Fwy EB	1,087	853	1,028	1,138	531	0	0	655
118	Winnetka Ave and Ventura Blvd	566	555	929	1,034	1,978	1,284	1,334	1,933
119	Sale Ave and Ventura Blvd	95	37	90	95	1,206	2,151	2,162	1,269
120	Topanga Canyon Blvd and Mulholland Dr	1,188	802	1,313	1,425	840	915	120	123
121	Fallbrook Ave and Ventura Blvd	958	500	1,099	1,429	640	1,539	1,853	1,082
122	Woodlake Ave/101 Ventura Fwy WB and Ve	285	773	258	309	537	692	1,434	634
123	Tampa Ave and Ventura Blvd	198	232	956	662	1,806	1,271	1,395	2,114
124	Tampa Ave and 101 Ventura Fwy EB	663	955	774	1,329	847	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	1,247	846	947	1,389	0	605	925	0
126	Vanalden Ave/101 Ventura Fwy EB and Ve	387	210	0	823	2,096	1,487	1,495	1,638
127	Topham St/Busway and Victory Blvd	369	397	18	17	2,319	1,621	1,341	1,942
128	Corbin Ave and Victory Blvd	1,050	627	713	1,229	1,936	1,396	1,590	2,036
129	Tampa Ave and Victory Blvd	1,330	1,018	1,101	1,311	1,665	1,710	1,669	1,912
130	Burbank Blvd and Ventura Blvd	183	219	407	297	1,546	1,566	1,359	1,300
131	Reseda Blvd and Burbank Blvd	1,537	1,139	1,802	1,506	685	629	874	1,414
132	Reseda Blvd and 101 Ventura Fwy EB	1,442	1,978	1,568	1,963	932	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	1,963	1,568	1,229	1,690	0	753	1,062	0
134	101 Ventura Fwy EB and Burbank Blvd	0	944	0	0	1,665	800	800	954
135	Canoga Ave and Nordhoff St	1,078	866	841	862	683	667	1,151	1,153
136	De Soto Ave and Nordhoff St	1,925	1,546	1,707	2,176	1,540	1,235	1,155	1,392
137	Topanga Canyon Blvd and Parthenia St	2,280	1,988	2,118	2,172	10	47	607	814
138	Canoga Ave and Parthenia St	1,334	895	861	1,091	751	645	859	1,175
139	De Soto Ave and Parthenia St	1,682	1,631	1,664	2,002	1,036	878	964	1,189
140	Fallbrook Ave and Roscoe Blvd	763	963	499	209	937	932	1,367	1,389
141	Shoup Ave and Roscoe Blvd	789	539	178	207	1,360	1,321	1,530	1,616
142	Canoga Ave and Roscoe Blvd	1,533	1,393	1,185	1,374	1,396	975	1,111	1,461
143	De Soto Ave and Roscoe Blvd	1,659	1,413	1,621	2,013	1,535	1,256	1,061	1,505
144	Mason Ave and Roscoe Blvd	1,154	1,261	1,311	1,238	1,586	1,235	1,249	1,567
145	Winnetka Ave and Roscoe Blvd	1,313	1,325	1,325	1,276	1,481	1,301	1,316	1,535
146	Fallbrook Ave and Saticoy St	1,058	1,067	1,052	820	555	661	701	625
147	Shoup Ave and Saticoy St	1,130	728	581	800	617	735	723	790
148	Mason Ave and Saticoy St	1,272	1,025	1,088	1,300	1,560	1,208	1,240	1,627
149	Winnetka Ave and Saticoy St	1,347	1,178	1,301	1,334	1,523	1,250	1,190	1,597
150	Fallbrook Av and Sherman Way	1,257	1,482	1,105	1,198	1,179	949	824	1,029
151	Winnetka Ave and Sherman Way	1,395	1,066	1,336	1,685	1,881	1,320	1,520	2,110
152	Woodlake Ave and Burbank Blvd	338	207	174	211	309	410	401	325

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) UNADJUSTED PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	199	1773	216	82	725	72	165	1211	103	129	751	125
2	Canoga Ave and Vanowen St	171	1531	305	170	810	60	175	1040	125	139	778	153
3	De Soto Ave and Vanowen St	68	1673	188	134	1591	133	113	1127	174	172	992	127
4	Topanga Canyon Blvd and Victory Blvd	194	1765	416	192	1099	204	237	1052	108	325	909	246
5	Canoga Ave and Victory Blvd	212	1416	520	146	2195	211	175	903	161	238	1573	222
6	De Soto Ave and Victory Blvd	156	1148	463	497	2311	209	79	786	280	205	1537	72
7	Topanga Canyon Blvd and Erwin St	320	1872	120	178	236	163	76	1373	53	192	463	100
8	Owensmouth Ave and Erwin St	158	724	38	411	762	166	100	406	440	51	531	92
9	Canoga Ave and Erwin St	118	1866	116	256	447	91	101	1243	210	81	350	245
10	Variel Ave and Erwin St	40	665	25	305	417	100	112	343	163	48	219	78
11	De Soto Ave and Erwin St	157	1891	32	301	16	348	22	1059	281	10	14	11
12	Topanga Canyon Blvd and Oxnard St	224	1850	334	101	556	184	84	1368	63	421	771	132
13	Canoga Ave and Oxnard St	216	1712	169	189	770	182	105	1263	94	155	497	89
14	De Soto Ave and Oxnard St	129	1856	185	231	442	341	36	1327	138	42	219	24
15	Topanga Canyon Blvd and Califa St	0	2253	113	0	0	0	111	1764	0	1	0	241
16	Owensmouth Ave and Califa St	20	404	69	40	185	68	196	495	26	193	191	293
17	Canoga Ave and Califa St	184	1830	166	223	194	289	84	1639	66	124	164	101
18	De Soto Ave and Califa St	90	2239	0	0	0	339	0	1611	132	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	382	60	0	0	0	1194	624	0
20	Topanga Canyon Blvd and Burbank Blvd	464	2089	377	41	154	188	34	1184	299	395	921	47
21	Owensmouth Ave and Burbank Blvd	122	104	135	203	449	80	161	39	500	55	712	142
22	Canoga Ave and Burbank Blvd	241	1689	82	136	282	304	74	1463	219	157	653	116
23	De Soto Ave and Burbank Blvd (N)	111	1407	0	584	0	552	0	1756	197	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	865	0	0	0	0	0	1845	0	228	0	693
25	De Soto Ave 101 Ventura Fwy WB	190	1030	0	0	0	0	0	1694	645	246	0	505
26	Canoga Ave and 101 Ventura Fwy EB	0	859	316	0	0	0	931	1162	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	740	267	498	2	258	835	829	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	0	2149	4	200	3	0	318	1845	188	15	18	723
29	Topanga Canyon Blvd and Roscoe Blvd	212	875	266	659	1085	97	194	1381	771	485	855	119
30	Topanga Canyon Blvd and Satcoy St	118	1830	236	115	1181	118	216	1173	163	108	1095	191
31	Shoup Ave and Sherman Way	167	1329	102	198	1201	136	117	691	141	59	548	60
32	Topanga Canyon Blvd and Sherman Way	164	1676	314	259	1183	157	123	1195	130	262	1016	144
33	Owensmouth Ave and Sherman Way	111	442	229	61	1155	98	63	326	58	145	1025	65
34	Canoga Ave and Sherman Way	117	1490	239	118	1406	186	126	925	121	195	1265	163
35	De Soto Ave and Sherman Way	84	1821	266	254	2195	120	172	1041	190	154	1133	222
36	Fallbrook Ave and Vanowen St	66	1887	29	84	33	69	15	1521	115	32	42	31
37	Shoup Ave and Vanowen St	132	1478	94	156	783	86	62	660	121	92	724	126
38	Owensmouth Ave and Vanowen St	101	814	338	134	1178	75	134	488	160	168	902	154
39	Variel Ave and Vanowen St	82	396	150	70	1699	9	70	25	38	11	1081	82
40	Topanga Canyon Blvd and Kittridge St	25	1909	86	128	11	11	97	1299	64	140	24	79
41	Woodlake Ave and Victory Blvd	64	244	31	200	850	37	91	85	225	25	941	171
42	Fallbrook Ave and Victory Blvd	270	1185	62	427	785	105	321	1101	288	45	1106	287
43	Shoup Ave and Victory Blvd	223	1426	144	93	970	133	119	710	90	108	1049	167
44	Westfield Way (Pvt) and Victory Blvd	83	5	73	222	1969	91	100	4	179	28	1640	99
45	Owensmouth Ave and Victory Blvd	223	1234	217	182	1780	118	253	645	222	117	1438	222
46	Variel Ave and Victory Blvd	180	718	83	373	2764	197	51	234	111	60	1829	114
47	Mason Ave and Victory Blvd	184	223	99	592	2449	204	127	164	325	42	1508	159
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	380	1146	0	4	0	293	0	993	4	0	0	0
49	Shoup Ave and Erwin St	22	1430	143	5	7	11	137	842	8	249	13	402
50	Shoup Ave and Oxnard St	90	1185	166	86	1315	78	160	811	41	83	794	222
51	Owensmouth Ave and Oxnard St	213	459	85	144	736	135	49	383	109	74	611	103
52	Shoup Ave and Burbank Blvd	91	1281	70	96	229	46	109	767	86	39	255	71
53	Shoup Ave and Ventura Blvd	52	501	178	136	1061	51	495	160	244	141	1427	803
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1739	1014	685	0	0	0	0	0	1045	87
55	Topanga Canyon Bl & 101 Fwy WB (Off-Ram	0	2428	0	0	0	586	0	1720	0	0	0	752

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) UNADJUSTED PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
56	Topanga Canyon Blvd and Ventura Blvd	186	1563	388	733	1011	128	328	1081	96	244	711	449
57	Canoga Ave and Ventura Blvd	185	335	55	573	1151	171	298	434	390	95	1075	252
58	De Soto Ave/Serrania Ave and Ventura Blvd	49	215	110	293	1222	64	634	252	276	78	1123	594
59	Topanga Canyon Blvd and Martinez St	6	1746	1	51	7	8	11	1391	14	17	16	4
60	Canoga Ave and Rocketdyne Dwy (Pvt)	77	1801	1	123	0	49	18	969	68	13	0	16
61	De Soto Ave and Kittridge St	14	1787	48	48	17	17	156	1100	42	18	3	92
62	Topanga Canyon Blvd and Village Dwy	0	2227	13	0	0	0	1	1821	0	30	0	2
63	Canoga Ave and Trillium Dwy (Pvt)	0	2126	188	0	0	0	92	1409	0	269	0	75
64	De Soto Ave and Warner Center Lane (Pvt)/S	32	2086	63	22	0	124	51	1818	62	5	24	54
65	Canoga Ave and Warner Ranch Rd (Pvt)	15	1701	49	0	0	9	77	1987	14	31	0	223
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dw	84	1581	78	192	44	119	172	1855	69	51	6	112
67	Owensmouth Ave and Promenade Dwy (Pvt)	50	779	30	58	36	61	17	514	76	66	9	28
68	Owensmouth Ave and West Valley Way (Pvt)	14	1311	0	266	0	54	0	793	22	0	0	0
69	Canoga Ave and Busway	0	1974	18	0	0	0	0	1251	0	20	0	2
70	AMC Dwy and Oxnard St	193	0	3	321	974	95	3	0	194	1	1352	3
71	Eton Ave and Vanowen St	41	0	70	2	1748	198	5	1	10	41	1197	0
72	Independence Ave and Vanowen St	5	0	71	36	1847	38	21	1	23	57	1240	46
73	Variel Ave and Kittridge St	51	314	176	44	25	28	2	20	2	27	10	51
74	Variel Ave and Oxnard St	33	280	218	197	788	75	270	104	142	50	324	129
75	Variel Ave and Califa St	8	29	5	273	113	2	136	5	72	1	60	105
76	Warner Center Lane and Burbank Blvd	0	0	0	46	889	0	59	0	158	0	429	14
77	De Soto Ave and Clark St	0	1579	138	0	0	0	56	2391	0	0	0	47
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	17	557	0	228	0	214	0	569	29
79	Owensmouth Ave and Marylee St	31	398	21	41	4	37	10	713	38	4	0	14
80	Topanga Canyon Blvd and Marylee St	0	2174	44	0	0	0	79	1738	0	17	0	74
81	Topanga Canyon Blvd and Calvert St	180	1807	180	0	0	86	145	1532	111	0	0	452
82	Topanga Canyon Blvd and Bassett St	112	1983	0	146	0	55	0	1330	101	0	0	0
83	Randi Ave and Victory Blvd	64	29	53	40	1135	74	4	9	65	52	1235	6
84	Glade Ave and Erwin St	98	61	77	21	229	37	46	32	63	46	647	29
85	Randi Ave/Nevada Ave and Erwin St	18	22	47	22	261	25	22	24	16	63	676	120
86	Topanga Canyon Blvd and Clarendon St	48	2512	52	401	61	64	289	1264	192	49	24	309
87	Jordan Ave and Sherman Way	33	93	78	57	1333	20	135	28	72	65	1044	112
88	Remmet Ave and Sherman Way	83	102	134	34	1143	72	12	22	36	89	1067	20
89	Variel Ave and Sherman Way	103	154	146	53	1628	35	141	70	15	129	1085	86
90	Owensmouth Ave and Gault St	46	726	59	11	27	53	40	502	28	34	28	54
91	Owensmouth Ave and Hart St	97	845	27	26	21	96	17	550	44	43	44	24
92	De Soto Ave and Hart St	29	1849	47	92	27	100	61	1378	44	27	6	48
93	Mason Ave and Vanowen St	42	693	42	255	1505	53	109	714	153	44	1033	65
94	Don Pio Dr and Ventura Blvd	23	25	105	101	1389	68	161	53	88	77	1511	136
95	Owensmouth Ave and Saticoy St	23	473	35	64	1318	13	123	301	51	69	934	55
96	Canoga Ave and Saticoy St	107	1198	258	159	1267	60	140	1033	158	161	839	203
97	Variel Ave and Saticoy St	65	80	80	102	1427	46	50	67	73	47	989	30
98	De Soto Ave and Saticoy St	157	1520	236	138	1380	113	103	1161	162	111	726	46
99	Shoup Ave and Valerio St	82	1115	63	26	10	67	22	636	30	23	12	18
100	Topanga Canyon Blvd and Valerio St	40	1734	38	61	37	42	72	1386	25	44	50	58
101	Canoga Ave and Valerio St	30	1383	37	86	127	25	71	1207	16	63	73	59
102	Lurline Ave and Sherman Way	16	5	42	78	1856	27	63	17	42	59	1274	63
103	Mason Ave and Sherman Way	46	951	108	151	1930	35	264	787	94	149	1243	194
104	Owensmouth Ave and Wyandotte St	40	505	39	25	50	58	30	350	19	21	41	28
105	Sale Ave and Vanowen St	14	10	43	29	857	40	7	5	29	39	861	18
106	Winnetka Ave and Vanowen St	97	1238	141	100	1293	64	140	858	68	152	904	116
107	Sale Ave and Victory Blvd	18	15	41	36	1172	12	25	1	43	17	1332	35
108	Winnetka Ave and Victory Blvd	244	1073	146	252	2026	173	182	767	167	141	1300	120
109	Winnetka Ave and Busway	0	1467	0	0	17	0	0	1067	0	0	60	0
110	Fallbrook Ave and Oxnard St	37	1485	93	33	85	38	146	1067	13	171	176	212
111	Winnetka Ave and Calvert St	166	1294	0	84	0	116	0	1046	119	40	24	22
112	Winnetka Ave and Oxnard St	56	1364	29	107	164	49	91	1048	117	50	256	121

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (MITIGATED) UNADJUSTED PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
113	Fallbrook Ave and Burbank Blvd	56	1364	29	107	164	49	91	1048	117	50	256	121
114	Winnetka Ave and Hatteras St	15	1420	88	13	3	10	66	997	11	26	5	17
115	Winnetka Ave and Clark St	112	1537	0	43	0	172	0	1222	31	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	201	848	0	0	0	0	0	822	390	228	3	627
117	Winnetka Ave and 101 Ventura Fwy EB	0	778	308	360	1	170	346	683	0	0	0	0
118	Winnetka Ave and Ventura Blvd	100	398	68	330	1529	118	336	367	226	70	958	306
119	Sale Ave and Ventura Blvd	35	6	54	38	1159	8	56	2	31	26	2085	50
120	Topanga Canyon Blvd and Mullholland Dr	244	864	12	520	89	182	22	601	619	19	53	42
121	Fallbrook Ave and Ventura Blvd	53	734	171	129	470	41	441	224	434	235	1052	566
122	Woodlake Ave/101 Ventura Fwy WB and Ver	29	152	92	49	439	27	103	103	41	642	622	107
123	Tampa Ave and Ventura Blvd	40	117	38	187	1529	56	547	152	239	24	992	359
124	Tampa Ave and 101 Ventura Fwy EB	0	663	0	666	0	181	0	774	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	292	843	0	0	0	0	0	550	313	296	0	546
126	Vanalden Ave/101 Ventura Fwy EB and Vent	118	180	107	555	1531	115	0	0	0	95	1369	88
127	Topham St/Busway and Victory Blvd	331	17	7	0	1935	379	0	18	0	0	1290	0
128	Corbin Ave and Victory Blvd	55	838	156	124	1764	42	116	484	114	101	1227	267
129	Tampa Ave and Victory Blvd	170	1051	147	81	1561	85	205	802	133	131	1407	179
130	Burbank Blvd and Ventura Blvd	81	59	37	194	1225	74	38	78	279	68	1206	45
131	Reseda Blvd and Burbank Blvd	79	1061	333	102	476	78	606	952	164	109	385	343
132	Reseda Blvd and 101 Ventura Fwy EB	0	1444	0	519	0	413	0	1565	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	561	1283	0	0	0	0	0	973	191	595	1	407
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	954	944	0	0	0	0	800	0
135	Canoga Ave and Nordhoff St	38	635	347	10	584	53	222	564	9	249	620	217
136	De Soto Ave and Nordhoff St	85	1701	146	272	1149	123	97	1300	316	123	834	204
137	Topanga Canyon Blvd and Parthenia St	0	1856	500	0	0	9	314	1710	24	269	23	316
138	Canoga Ave and Parthenia St	36	959	341	36	665	51	169	642	49	203	559	96
139	De Soto Ave and Parthenia St	52	1621	137	194	868	47	184	1438	135	145	691	187
140	Fallbrook Ave and Roscoe Blvd	163	111	474	38	738	143	177	271	41	550	729	60
141	Shoup Ave and Roscoe Blvd	171	173	407	19	1194	79	15	129	27	331	1123	15
142	Canoga Ave and Roscoe Blvd	71	1208	235	81	1129	178	97	1026	66	188	838	85
143	De Soto Ave and Roscoe Blvd	139	1541	78	356	1240	18	187	1347	156	47	960	116
144	Mason Ave and Roscoe Blvd	104	953	97	163	1310	119	160	1045	106	97	1025	122
145	Winnetka Ave and Roscoe Blvd	168	1001	144	135	1222	124	169	1038	119	162	1014	140
146	Fallbrook Ave and Saticoy St	158	707	135	58	375	89	114	824	50	153	453	54
147	Shoup Ave and Saticoy St	180	728	223	29	516	73	51	490	41	165	515	44
148	Mason Ave and Saticoy St	98	1031	143	138	1343	89	141	809	136	127	974	131
149	Winnetka Ave and Saticoy St	134	1074	137	126	1296	102	164	969	168	106	948	134
150	Fallbrook Av and Sherman Way	188	947	203	169	771	317	54	970	158	196	603	82
151	Winnetka Ave and Sherman Way	65	1218	125	190	1648	74	337	885	124	107	1131	277
152	Woodlake Ave and Burbank Blvd	88	162	69	18	235	38	20	106	38	63	284	31

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (WITH MITIGATIONS) FINAL PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	199	1,773	216	116	725	72	179	1,211	131	129	751	157
2	Canoga Ave and Vanowen St	196	1,531	305	190	810	71	175	1,040	125	139	778	153
3	De Soto Ave and Vanowen St	68	1,673	188	191	1,591	133	113	1,127	235	172	992	157
4	Topanga Canyon Blvd and Victory Blvd	194	1,765	416	192	1,099	204	237	1,052	129	325	909	246
5	Canoga Ave and Victory Blvd	212	1,416	520	146	2,195	211	175	903	161	238	1,573	222
6	De Soto Ave and Victory Blvd	156	1,148	463	497	2,311	209	126	971	280	272	1,537	136
7	Topanga Canyon Blvd and Erwin St	313	1,872	122	182	247	164	132	1,368	52	194	465	160
8	Owensmouth Ave and Erwin St	167	731	77	414	733	176	208	661	445	89	523	148
9	Canoga Ave and Erwin St	212	1,864	105	259	412	178	97	1,246	215	105	344	250
10	Variel Ave and Erwin St	40	665	25	305	417	100	112	343	163	48	219	78
11	De Soto Ave and Erwin St	157	1,891	32	301	16	348	22	1,233	281	11	14	11
12	Topanga Canyon Blvd and Oxnard St	224	1,840	335	158	549	182	96	1,366	98	421	770	157
13	Canoga Ave and Oxnard St	210	1,690	156	194	745	179	103	1,267	97	145	478	87
14	De Soto Ave and Oxnard St	123	1,847	202	238	429	337	48	1,358	194	46	208	23
15	Topanga Canyon Blvd and Califa St	0	2,240	116	0	0	0	114	1,760	0	1	0	245
16	Owensmouth Ave and Califa St	18	511	59	43	183	72	188	506	27	189	192	295
17	Canoga Ave and Califa St	182	1,802	165	215	190	280	84	1,630	65	124	165	101
18	De Soto Ave and Califa St	82	2,244	0	0	0	362	0	1,608	146	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	376	59	0	0	0	1,192	621	0
20	Topanga Canyon Blvd and Burbank Blvd	454	2,087	354	57	174	187	50	1,226	385	394	969	68
21	Owensmouth Ave and Burbank Blvd	122	99	137	211	438	78	165	40	506	55	710	169
22	Canoga Ave and Burbank Blvd	239	1,669	82	133	281	306	95	1,454	213	159	651	164
23	De Soto Ave and Burbank Blvd (N)	109	1,389	0	651	0	551	0	1,770	196	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	848	0	0	0	0	0	1,840	0	230	0	735
25	De Soto Ave 101 Ventura Fwy WB	252	1,045	0	0	0	0	0	1,708	643	291	0	507
26	Canoga Ave and 101 Ventura Fwy EB	0	843	311	0	0	0	936	1,154	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	747	257	530	2	247	840	832	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	11	1,794	155	91	60	9	124	1,644	48	394	132	184
29	Topanga Canyon Blvd and Roscoe Blvd	248	882	267	663	1,088	96	195	1,382	937	480	861	118
30	Topanga Canyon Blvd and Satcoy St	118	1,833	235	115	1,187	120	213	1,173	162	107	1,091	189
31	Shoup Ave and Sherman Way	164	1,345	103	209	1,202	129	121	685	150	57	551	62
32	Topanga Canyon Blvd and Sherman Way	168	1,683	315	259	1,183	164	119	1,202	129	266	1,017	151
33	Owensmouth Ave and Sherman Way	110	451	254	77	1,150	95	64	328	76	155	1,001	65
34	Canoga Ave and Sherman Way	133	1,490	239	148	1,406	186	126	925	157	195	1,265	163
35	De Soto Ave and Sherman Way	133	1,821	323	254	2,195	169	172	1,041	190	187	1,133	222
36	Fallbrook Ave and Vanowen St	132	1,887	174	193	705	149	103	1,521	265	154	678	159
37	Shoup Ave and Vanowen St	132	1,478	94	156	783	97	62	660	121	92	724	126
38	Owensmouth Ave and Vanowen St	125	814	338	134	1,178	99	134	488	160	168	902	154
39	Variel Ave and Vanowen St	139	396	150	70	1,699	41	70	25	38	49	1,081	82
40	Topanga Canyon Blvd and Kittridge St	25	1,909	86	128	11	11	97	1,299	64	140	24	79
41	Woodlake Ave and Victory Blvd	92	250	119	201	848	36	88	82	226	86	963	170
42	Fallbrook Ave and Victory Blvd	364	1,205	126	435	772	167	320	1,105	300	100	1,106	285
43	Shoup Ave and Victory Blvd	217	1,444	134	98	940	135	115	721	91	107	1,043	172
44	Westfield Way (Pvt) and Victory Blvd	83	8	105	222	1,969	91	168	7	179	51	1,640	191
45	Owensmouth Ave and Victory Blvd	223	1,234	217	182	1,780	118	253	645	222	117	1,438	222
46	Variel Ave and Victory Blvd	180	718	83	373	2,764	197	51	234	111	182	1,829	114
47	Mason Ave and Victory Blvd	184	223	118	592	2,449	204	180	164	325	56	1,508	251
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	370	1,146	0	71	0	293	0	993	69	0	0	0
49	Shoup Ave and Erwin St	22	1,434	151	7	7	10	147	844	12	242	12	400
50	Shoup Ave and Oxnard St	114	1,195	168	102	1,311	78	158	808	52	83	792	222
51	Owensmouth Ave and Oxnard St	215	451	145	142	729	138	116	385	108	74	608	160
52	Shoup Ave and Burbank Blvd	94	1,286	68	126	226	47	103	769	87	38	258	93
53	Shoup Ave and Ventura Blvd	67	497	181	163	1,048	59	502	162	289	147	1,429	819
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1,736	1,013	1,099	0	0	0	0	0	1,487	88
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	0	2,403	0	0	0	585	0	1,716	0	0	0	741
56	Topanga Canyon Blvd and Ventura Blvd	241	1,557	383	732	1,000	127	324	1,079	97	240	711	443
57	Canoga Ave and Ventura Blvd	184	327	53	565	1,141	171	292	431	389	94	1,067	246
58	De Soto Ave/Serrania Ave and Ventura Blvd	66	217	113	360	1,224	77	633	252	386	80	1,128	597
59	Topanga Canyon Blvd and Martinez St	6	1,738	1	51	7	8	10	1,385	14	16	15	4
60	Canoga Ave and Rocketdyne Dwy (Pvt)	77	1,801	1	123	0	49	18	969	68	15	0	16
61	De Soto Ave and Kittridge St	87	1,787	57	72	31	126	156	1,100	56	40	10	92
62	Topanga Canyon Blvd and Village Dwy	0	2,235	13	0	0	0	7	1,815	0	30	0	15
63	Canoga Ave and Trillium Dwy (Pvt)	0	2,133	185	0	0	0	92	1,424	0	261	0	132
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	32	2,060	62	20	0	117	51	1,839	62	4	23	53
65	Canoga Ave and Warner Ranch Rd (Pvt)	16	1,672	51	0	0	8	79	1,970	14	31	0	222
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	86	1,585	83	170	41	112	173	1,873	67	62	6	109
67	Owensmouth Ave and Promenade Dwy (Pvt)	57	782	22	71	33	64	15	597	81	54	8	26
68	Owensmouth Ave and West Valley Way (Pvt)	16	1,315	0	267	0	83	0	800	24	0	0	0
69	Canoga Ave and Busway	0	1,974	18	0	0	0	0	1,251	0	20	0	2
70	AMC Dwy and Oxnard St	81	5	84	197	969	51	88	1	81	50	1,350	141
71	Eton Ave and Vanowen St	41	0	70	2	1,748	228	5	1	10	50	1,197	0
72	Independence Ave and Vanowen St	5	0	71	36	1,847	44	21	1	23	69	1,240	46
73	Variel Ave and Kittridge St	51	314	176	44	223	28	70	20	36	27	72	51
74	Variel Ave and Oxnard St	48	264	207	189	761	70	265	99	136	46	409	121
75	Variel Ave and Califa St	13	28	5	270	167	4	125	5	74	1	53	83
76	Warner Center Lane and Burbank Blvd	0	0	0	45	881	0	74	0	159	0	427	17
77	De Soto Ave and Clark St	0	1,579	138	0	0	0	56	2,391	0	0	0	47
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	16	557	0	228	0	213	0	569	28
79	Owensmouth Ave and Marylee St	30	421	20	40	4	37	10	725	39	4	0	13

APPENDIX G.4 - VOLUME DEVELOPMENT

2035 WITH PROJECT (WITH MITIGATIONS) FINAL PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
80	Topanga Canyon Blvd and Marylee St	0	2,168	44	0	0	0	78	1,733	0	17	0	73
81	Topanga Canyon Blvd and Calvert St	187	2,183	181	0	0	86	144	1,529	113	0	0	470
82	Topanga Canyon Blvd and Bassett St	112	1,983	0	146	0	55	0	1,423	101	0	0	0
83	Randi Ave and Victory Blvd	67	34	52	45	1,084	75	3	8	64	64	1,230	6
84	Glade Ave and Erwin St	96	63	79	22	244	37	72	31	61	45	643	30
85	Randi Ave/Nevada Ave and Erwin St	18	24	48	24	276	26	22	24	24	61	666	124
86	Topanga Canyon Blvd and Clarendon St	48	2,512	51	401	61	63	289	1,264	192	49	24	308
87	Jordan Ave and Sherman Way	62	105	91	54	1,331	43	133	27	80	66	1,041	109
88	Remmet Ave and Sherman Way	77	108	154	39	1,329	63	27	24	37	92	1,060	43
89	Variel Ave and Sherman Way	103	154	146	105	1,628	35	141	70	32	129	1,085	86
90	Owensmouth Ave and Gault St	47	760	64	17	27	53	42	513	27	34	27	54
91	Owensmouth Ave and Hart St	97	845	40	26	21	96	23	550	44	43	44	24
92	De Soto Ave and Hart St	51	1,849	75	92	27	100	61	1,378	44	39	6	48
93	Masson Ave and Vanowen St	49	719	47	231	1,506	59	98	718	140	65	1,026	89
94	Don Pio Dr and Ventura Blvd	23	25	118	100	1,371	66	160	52	87	75	1,502	136
95	Owensmouth Ave and Satcoy St	29	473	42	67	1,344	13	120	302	51	77	934	54
96	Canoga Ave and Satcoy St	106	1,188	257	161	1,293	61	139	1,036	157	163	842	203
97	Variel Ave and Satcoy St	59	59	69	88	1,456	41	44	53	68	40	1,009	24
98	De Soto Ave and Satcoy St	163	1,509	216	175	1,369	123	133	1,184	170	106	798	84
99	Shoup Ave and Valerio St	80	1,132	66	26	10	65	24	640	30	25	12	19
100	Topanga Canyon Blvd and Valerio St	38	1,738	38	61	37	41	72	1,390	24	44	48	58
101	Canoga Ave and Valerio St	30	1,377	39	83	130	25	88	1,214	15	62	71	64
102	Lurline Ave and Sherman Way	16	5	42	78	1,856	27	63	17	42	59	1,274	63
103	Mason Ave and Sherman Way	104	951	108	220	1,930	59	264	787	177	149	1,243	194
104	Owensmouth Ave and Wyandotte St	39	506	42	24	53	60	31	348	25	20	37	26
105	Sale Ave and Vanowen St	14	10	43	29	857	40	7	5	29	39	861	18
106	Winnetka Ave and Vanowen St	118	1,238	141	128	1,293	64	140	858	99	152	904	116
107	Sale Ave and Victory Blvd	23	15	40	35	1,155	14	21	1	39	16	1,330	32
108	Winnetka Ave and Victory Blvd	244	1,073	146	252	2,026	173	182	767	167	170	1,300	149
109	Winnetka Ave and Busway	0	1,467	0	0	17	0	0	1,067	0	0	60	0
110	Fallbrook Ave and Oxnard St	36	1,509	93	31	80	36	145	1,068	12	170	175	213
111	Winnetka Ave and Calvert St	167	1,297	0	83	0	115	0	1,030	117	40	24	21
112	Winnetka Ave and Oxnard St	120	1,386	73	229	461	90	90	1,046	118	50	262	121
113	Fallbrook Ave and Burbank Blvd	57	1,386	34	107	165	49	90	1,046	118	56	262	121
114	Winnetka Ave and Hatteras St	17	1,415	94	12	3	15	69	984	10	32	4	17
115	Winnetka Ave and Clark St	112	1,537	0	43	0	172	0	1,222	31	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	205	818	0	0	0	0	0	810	388	283	3	611
117	Winnetka Ave and 101 Ventura Fwy EB	0	767	317	416	1	176	403	688	0	0	0	0
118	Winnetka Ave and Ventura Blvd	104	408	71	322	1,525	116	341	368	231	69	1,066	300
119	Sale Ave and Ventura Blvd	34	6	54	38	1,158	8	56	2	31	26	2,084	50
120	Topanga Canyon Blvd and Mullholland Dr	243	864	11	621	89	181	21	603	702	19	53	41
121	Fallbrook Ave and Ventura Blvd	52	749	166	163	464	42	432	228	485	234	1,040	693
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	28	152	92	49	440	32	102	104	40	648	610	105
123	Tampa Ave and Ventura Blvd	40	117	46	187	1,522	57	539	152	236	31	991	359
124	Tampa Ave and 101 Ventura Fwy EB	0	665	0	672	0	178	0	766	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	296	846	0	0	0	0	0	547	316	291	0	618
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	133	179	107	550	1,519	115	0	0	0	96	1,370	88
127	Topham St/Busway and Victory Blvd	333	16	7	0	1,934	358	0	17	0	0	1,285	0
128	Corbin Ave and Victory Blvd	56	853	157	124	1,761	44	159	505	138	104	1,219	334
129	Tampa Ave and Victory Blvd	168	1,057	144	82	1,565	86	237	804	183	131	1,403	180
130	Burbank Blvd and Ventura Blvd	84	62	39	193	1,228	67	44	81	273	71	1,211	46
131	Reseda Blvd and Burbank Blvd	109	1,064	444	105	476	100	614	968	164	140	379	355
132	Reseda Blvd and 101 Ventura Fwy EB	0	1,459	0	491	0	433	0	1,570	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy Wb	552	1,280	0	0	0	0	0	962	324	606	1	545
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	959	939	0	0	0	0	805	0
135	Canoga Ave and Nordhoff St	49	631	351	13	578	69	225	565	12	254	611	220
136	De Soto Ave and Nordhoff St	84	1,692	144	272	1,151	122	112	1,462	315	122	836	205
137	Topanga Canyon Blvd and Parthenia St	0	1,851	506	0	0	9	318	1,707	24	345	22	316
138	Canoga Ave and Parthenia St	35	954	399	38	676	51	169	645	51	238	559	97
139	De Soto Ave and Parthenia St	72	1,614	139	189	866	67	181	1,440	130	149	690	186
140	Fallbrook Ave and Roscoe Blvd	201	108	487	35	734	139	170	257	49	568	731	60
141	Shoup Ave and Roscoe Blvd	171	171	417	21	1,203	75	15	134	28	329	1,142	18
142	Canoga Ave and Roscoe Blvd	71	1,198	236	98	1,137	178	143	1,029	90	185	841	118
143	De Soto Ave and Roscoe Blvd	137	1,529	132	364	1,240	18	184	1,356	157	72	960	115
144	Mason Ave and Roscoe Blvd	121	936	94	164	1,302	120	156	1,043	121	96	1,025	120
145	Winnetka Ave and Roscoe Blvd	167	1,008	155	126	1,227	113	184	1,029	119	159	1,013	159
146	Fallbrook Ave and Satcoy St	161	717	138	57	375	115	113	827	50	201	453	53
147	Shoup Ave and Satcoy St	183	740	225	32	515	75	49	494	39	168	510	52
148	Mason Ave and Satcoy St	116	1,016	153	171	1,334	105	169	805	183	125	966	144
149	Winnetka Ave and Satcoy St	139	1,093	125	141	1,299	112	148	963	172	102	947	131
150	Fallbrook Av and Sherman Way	187	956	229	176	771	320	81	971	160	192	605	108
151	Winnetka Ave and Sherman Way	142	1,218	125	190	1,648	145	337	885	158	107	1,131	277
152	Woodlake Ave and Burbank Blvd	85	164	70	18	236	38	20	104	52	66	289	32

APPENDIX G.4 - VOLUME DEVELOPMENT

Arterial Segment ADT Volumes (1,000's vehicles)

East-West Segments			2008 Counts						
			ADT (1,000's)						LOS
Int #	Street Name	Location	NB	SB	Total	Factor	Peak Dir	Volume	
1	Saticoy St	Canoga Ave to Mason Ave	13.4	14.3	27.7	0.51	14.3	EB	D
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	15.8	13.8	29.6	0.53	15.8	WB	D
3	Sherman Way	DeSoto Ave to Winnetka Ave	17.4	16.9	34.3	0.51	17.4	WB	C
4	Sherman Way	Winnetka Ave to Tampa Ave	14.6	14.9	29.5	0.51	14.9	EB	C
5	Sherman Way	Tampa Ave to Reseda Blvd	18.1	18.3	36.4	0.50	18.3	EB	F
6	Sherman Way	Reseda Ave to White Oak Ave	15.3	16.3	31.6	0.52	16.3	EB	E
7	Sherman Way	White Oak Ave to Balboa Blvd	16.9	15.9	32.7	0.52	16.9	WB	C
8	Sherman Way	Balboa Blvd to Woodley Ave	18.3	17.8	36.1	0.51	18.3	WB	C
9	Sherman Way	Woodley Ave to I-405	28.9	25.0	53.9	0.54	28.9	WB	F
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	12.3	13.1	25.4	0.52	13.1	EB	C
11	Vanowen St	DeSoto Ave to Winnetka Ave	16.6	13.9	30.5	0.55	16.6	WB	C
12	Vanowen St	Winnetka Ave to Tampa Ave	15.1	16.6	31.7	0.52	16.6	EB	D
13	Vanowen St	Tampa Ave to Reseda Blvd	15.9	16.1	32.0	0.50	16.1	EB	D
14	Vanowen St	Reseda Ave to White Oak Ave	16.7	20.8	37.5	0.55	20.8	EB	F
15	Vanowen St	White Oak Ave to Balboa Blvd	14.2	13.9	28.1	0.50	14.2	WB	D
16	Vanowen St	Balboa Blvd to Woodley Ave	17.3	18.9	36.2	0.52	18.9	EB	E
17	Vanowen St	Woodley Ave to I-405	18.3	17.5	35.8	0.51	18.3	WB	F
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	11.8	13.4	25.3	0.53	13.4	EB	C
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	13.3	18.5	31.7	0.58	18.5	EB	D
20	Victory Blvd	DeSoto Ave to Winnetka Ave	18.9	22.3	41.3	0.54	22.3	EB	B
21	Victory Blvd	Winnetka Ave to Tampa Ave	19.6	19.5	39.1	0.50	19.6	WB	F
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	4.3	1.5	5.8	0.74	4.3	WB	C
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	7.7	8.2	15.9	0.51	8.2	EB	C
24	Oxnard St	DeSoto Ave to Winnetka Ave	3.2	3.8	7.0	0.55	3.8	EB	C
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	4.6	3.8	8.3	0.55	4.6	WB	C
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	9.9	7.2	17.1	0.58	9.9	WB	C
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	13.7	21.3	35.0	0.61	21.3	EB	C
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	18.4	15.9	34.3	0.54	18.4	WB	C
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	17.4	16.3	33.7	0.52	17.4	WB	C
30	Ventura Blvd	Winnetka Ave to Tampa Ave	16.8	20.0	36.7	0.54	20.0	EB	D
North-South Segments			2008 Counts						
			ADT (1,000's)						LOS
Int #	Street Name	Location	NB	SB	Total	Factor	Peak Dir	Volume	
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	33.1	25.5	58.6	0.56	33.1	NB	F
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	22.8	22.3	45.1	0.51	22.8	NB	D
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	22.0	23.7	45.7	0.52	23.7	SB	F
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	21.0	21.9	42.9	0.51	21.9	SB	E
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	19.9	27.4	47.3	0.58	27.4	SB	F
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	22.4	23.0	45.3	0.51	23.0	SB	D
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	23.7	23.7	47.4	0.50	23.7	SB	E
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	23.2	23.7	46.9	0.51	23.7	SB	E
39	Canoga Ave	Ventura Blvd to Oxnard St.	21.6	18.8	40.5	0.53	21.6	NB	D
40	Canoga Ave	Oxnard St. to Vanowen St.	18.7	15.7	34.4	0.54	18.7	NB	D
41	Canoga Ave	Vanowen St. to Saticoy St.	16.1	14.9	31.0	0.52	16.1	NB	D
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	13.8	13.5	27.3	0.51	13.8	NB	B
43	DeSoto Ave	Ventura Blvd to Oxnard St.	20.7	22.3	43.1	0.52	22.3	SB	D
44	DeSoto Ave	Oxnard St. to Vanowen St.	20.3	22.4	42.7	0.52	22.4	SB	D
45	DeSoto Ave	Vanowen St. to Saticoy St.	20.5	18.6	39.1	0.52	20.5	NB	C
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	16.4	17.1	33.5	0.51	17.1	SB	B
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	18.6	17.4	35.9	0.52	18.6	NB	B
48	DeSoto Ave	Nordhoff St to Lassen St..	19.5	19.8	39.3	0.50	19.8	SB	D
49	DeSoto Ave	Lassen St. to Chatsworth St.	20.7	21.7	42.4	0.51	21.7	SB	B
50	DeSoto Ave	Chatsworth St. to SR-118	24.1	25.2	49.3	0.51	25.2	SB	E
51	Mason	Victory Blvd to Sherman Way	7.9	9.6	17.5	0.55	9.6	SB	C
52	Mason	Sherman Way to Roscoe Blvd.	12.2	12.5	24.7	0.51	12.5	SB	B

APPENDIX G.4 - VOLUME DEVELOPMENT

Arterial Segment ADT Volumes (1,000's vehicles)

East-West Segments			2008 Model		2035 No Project Model		2008 - 2035 No Project Model Growth	
Int #	Street Name	Location	WB	EB	WB	EB	WB	EB
1	Saticoy St	Canoga Ave to Mason Ave	7.8	8.3	8.4	9.2	0.7	0.9
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	7.3	7.8	7.5	7.9	0.2	0.1
3	Sherman Way	DeSoto Ave to Winnetka Ave	21.6	22.7	22.7	24.7	1.2	2.0
4	Sherman Way	Winnetka Ave to Tampa Ave	23.4	23.8	24.4	26.2	1.1	2.3
5	Sherman Way	Tampa Ave to Reseda Blvd	17.2	17.3	17.6	18.4	0.4	1.1
6	Sherman Way	Reseda Ave to White Oak Ave	18.0	20.1	18.9	21.6	0.9	1.5
7	Sherman Way	White Oak Ave to Balboa Blvd	22.9	23.2	23.9	24.7	1.1	1.6
8	Sherman Way	Balboa Blvd to Woodley Ave	19.3	18.6	20.4	20.2	1.1	1.5
9	Sherman Way	Woodley Ave to I-405	24.8	24.2	26.1	25.9	1.3	1.7
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	5.9	6.1	5.4	5.6	-0.5	-0.5
11	Vanowen St	DeSoto Ave to Winnetka Ave	4.6	5.3	5.1	6.3	0.4	1.0
12	Vanowen St	Winnetka Ave to Tampa Ave	5.4	6.2	5.8	7.4	0.4	1.2
13	Vanowen St	Tampa Ave to Reseda Blvd	8.0	8.0	8.8	9.3	0.8	1.3
14	Vanowen St	Reseda Ave to White Oak Ave	10.0	9.6	10.7	10.7	0.7	1.1
15	Vanowen St	White Oak Ave to Balboa Blvd	9.4	9.7	10.0	10.5	0.5	0.8
16	Vanowen St	Balboa Blvd to Woodley Ave	9.5	9.7	10.4	10.8	0.9	1.1
17	Vanowen St	Woodley Ave to I-405	8.8	8.7	9.6	9.6	0.8	0.9
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	9.8	9.3	10.8	9.8	1.0	0.5
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	15.7	16.0	21.3	21.8	5.7	5.8
20	Victory Blvd	DeSoto Ave to Winnetka Ave	18.7	19.3	19.8	22.9	1.1	3.6
21	Victory Blvd	Winnetka Ave to Tampa Ave	10.3	10.3	10.9	11.6	0.6	1.2
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	3.5	4.8	3.9	5.0	0.4	0.2
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	5.5	4.5	6.0	5.4	0.5	0.8
24	Oxnard St	DeSoto Ave to Winnetka Ave	4.0	3.7	4.4	4.4	0.4	0.7
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	6.7	7.4	7.1	7.5	0.4	0.1
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	11.5	9.6	13.3	10.7	1.8	1.2
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	4.8	10.9	5.2	11.2	0.4	0.3
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	9.6	8.8	10.2	9.8	0.6	0.9
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	14.8	12.8	15.4	14.4	0.6	1.7
30	Ventura Blvd	Winnetka Ave to Tampa Ave	13.2	11.9	14.1	12.8	0.9	0.9
North-South Segments			2008 Model		2035 No Project Model		2008 - 2035 No Project Model Growth	
Int #	Street Name	Location	NB	SB	NB	SB	NB	SB
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	20.7	16.8	22.0	17.7	1.4	1.0
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	21.5	17.0	22.0	17.2	0.4	0.1
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	14.3	12.8	13.9	12.3	-0.4	-0.6
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	12.5	12.3	12.6	12.2	0.1	-0.1
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	19.5	18.7	19.7	18.5	0.2	-0.1
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	22.0	21.2	22.4	21.6	0.5	0.4
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	15.9	14.5	16.0	15.0	0.1	0.5
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	18.5	16.5	18.2	17.2	-0.3	0.7
39	Canoga Ave	Ventura Blvd to Oxnard St.	14.1	15.6	15.4	18.4	1.3	2.7
40	Canoga Ave	Oxnard St. to Vanowen St.	12.3	13.0	12.1	12.8	-0.1	-0.2
41	Canoga Ave	Vanowen St. to Saticoy St.	10.3	10.2	10.9	10.5	0.6	0.3
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	4.9	4.7	5.4	5.0	0.5	0.3
43	DeSoto Ave	Ventura Blvd to Oxnard St.	11.1	9.2	9.2	8.6	-1.9	-0.7
44	DeSoto Ave	Oxnard St. to Vanowen St.	10.0	9.6	9.7	8.8	-0.3	-0.8
45	DeSoto Ave	Vanowen St. to Saticoy St.	9.1	8.5	9.3	8.6	0.2	0.0
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	11.1	10.5	11.5	10.6	0.4	0.1
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	11.3	10.7	11.7	11.0	0.4	0.3
48	DeSoto Ave	Nordhoff St to Lassen St..	10.6	9.9	10.8	10.2	0.2	0.4
49	DeSoto Ave	Lassen St. to Chatsworth St.	12.3	11.6	12.3	12.0	0.0	0.4
50	DeSoto Ave	Chatsworth St. to SR-118	16.5	14.8	16.5	15.1	0.0	0.4
51	Mason	Victory Blvd to Sherman Way	12.9	11.8	13.6	11.5	0.7	-0.3
52	Mason	Sherman Way to Roscoe Blvd.	9.0	8.4	9.5	8.6	0.6	0.2

APPENDIX G.4 - VOLUME DEVELOPMENT

Arterial Segment ADT Volumes (1,000's vehicles)

East-West Segments			2035 No Project Final Post Processed			
			ADT (1,000's)			
Int #	Street Name	Location	WB	EB	(1,000's)	Factor
1	Saticoy St	Canoga Ave to Mason Ave	14.1	15.2	29.3	0.52
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	16.1	13.9	30.0	0.54
3	Sherman Way	DeSoto Ave to Winnetka Ave	18.5	18.9	37.5	0.51
4	Sherman Way	Winnetka Ave to Tampa Ave	15.7	17.2	32.9	0.52
5	Sherman Way	Tampa Ave to Reseda Blvd	18.5	19.3	37.9	0.51
6	Sherman Way	Reseda Ave to White Oak Ave	16.2	17.9	34.0	0.52
7	Sherman Way	White Oak Ave to Balboa Blvd	17.9	17.4	35.3	0.51
8	Sherman Way	Balboa Blvd to Woodley Ave	19.4	19.3	38.7	0.50
9	Sherman Way	Woodley Ave to I-405	30.2	26.6	56.8	0.53
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	11.7	12.7	24.4	0.52
11	Vanowen St	DeSoto Ave to Winnetka Ave	17.1	14.8	31.9	0.54
12	Vanowen St	Winnetka Ave to Tampa Ave	15.5	17.8	33.4	0.53
13	Vanowen St	Tampa Ave to Reseda Blvd	16.8	17.4	34.1	0.51
14	Vanowen St	Reseda Ave to White Oak Ave	17.5	21.9	39.3	0.56
15	Vanowen St	White Oak Ave to Balboa Blvd	14.7	14.7	29.4	0.50
16	Vanowen St	Balboa Blvd to Woodley Ave	18.2	20.0	38.2	0.52
17	Vanowen St	Woodley Ave to I-405	19.1	18.4	37.5	0.51
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	12.8	14.0	26.8	0.52
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	19.0	24.3	43.3	0.56
20	Victory Blvd	DeSoto Ave to Winnetka Ave	20.0	25.9	45.9	0.56
21	Victory Blvd	Winnetka Ave to Tampa Ave	20.2	20.8	40.9	0.51
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	4.7	1.8	6.5	0.73
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	8.2	9.0	17.3	0.52
24	Oxnard St	DeSoto Ave to Winnetka Ave	3.6	4.5	8.1	0.56
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	5.0	3.9	8.8	0.56
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	11.7	8.3	20.0	0.59
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	14.1	21.7	35.8	0.61
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	19.0	16.9	35.8	0.53
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	18.0	18.0	36.0	0.50
30	Ventura Blvd	Winnetka Ave to Tampa Ave	17.7	20.9	38.6	0.54
North-South Segments			2035 No Project Final Post Processed			
			ADT (1,000's)			
Int #	Street Name	Location	NB	SB	Total	Factor
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	34.4	26.4	60.9	0.57
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	23.2	22.4	45.6	0.51
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	21.6	23.2	44.8	0.52
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	21.1	21.8	43.0	0.51
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	20.1	27.2	47.4	0.57
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	22.8	23.3	46.2	0.51
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	23.8	24.2	48.1	0.50
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	22.9	24.4	47.3	0.52
39	Canoga Ave	Ventura Blvd to Oxnard St.	23.0	21.6	44.5	0.52
40	Canoga Ave	Oxnard St. to Vanowen St.	18.6	15.4	34.0	0.55
41	Canoga Ave	Vanowen St. to Saticoy St.	16.7	15.2	31.9	0.52
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	14.3	13.8	28.0	0.51
43	DeSoto Ave	Ventura Blvd to Oxnard St.	18.9	21.6	40.5	0.53
44	DeSoto Ave	Oxnard St. to Vanowen St.	20.0	21.6	41.6	0.52
45	DeSoto Ave	Vanowen St. to Saticoy St.	20.7	18.6	39.4	0.53
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	16.7	17.2	33.9	0.51
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	19.0	17.7	36.6	0.52
48	DeSoto Ave	Nordhoff St to Lassen St..	19.7	20.2	39.9	0.51
49	DeSoto Ave	Lassen St. to Chatsworth St.	20.8	22.1	42.9	0.52
50	DeSoto Ave	Chatsworth St. to SR-118	24.1	25.6	49.7	0.51
51	Mason	Victory Blvd to Sherman Way	8.6	9.4	18.0	0.52
52	Mason	Sherman Way to Roscoe Blvd.	12.8	12.7	25.5	0.50

APPENDIX G.4 - VOLUME DEVELOPMENT

Warner Center Arterial Segment ADT

East-West Segments			2008 Counts						
			ADT (1,000's)			D Factor	Peak Dir Volume	LOS	
Int #	Street Name	Location	NB	SB	Total				
1	Saticoy St	Canoga Ave to Mason Ave	13.4	14.3	27.7	0.51	14.3	EB	D
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	15.8	13.8	29.6	0.53	15.8	WB	D
3	Sherman Way	DeSoto Ave to Winnetka Ave	17.4	16.9	34.3	0.51	17.4	WB	C
4	Sherman Way	Winnetka Ave to Tampa Ave	14.6	14.9	29.5	0.51	14.9	EB	C
5	Sherman Way	Tampa Ave to Reseda Blvd	18.1	18.3	36.4	0.50	18.3	EB	F
6	Sherman Way	Reseda Ave to White Oak Ave	15.3	16.3	31.6	0.52	16.3	EB	E
7	Sherman Way	White Oak Ave to Balboa Blvd	16.9	15.9	32.7	0.52	16.9	WB	C
8	Sherman Way	Balboa Blvd to Woodley Ave	18.3	17.8	36.1	0.51	18.3	WB	C
9	Sherman Way	Woodley Ave to I-405	28.9	25.0	53.9	0.54	28.9	WB	F
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	12.3	13.1	25.4	0.52	13.1	EB	C
11	Vanowen St	DeSoto Ave to Winnetka Ave	16.6	13.9	30.5	0.55	16.6	WB	C
12	Vanowen St	Winnetka Ave to Tampa Ave	15.1	16.6	31.7	0.52	16.6	EB	D
13	Vanowen St	Tampa Ave to Reseda Blvd	15.9	16.1	32.0	0.50	16.1	EB	D
14	Vanowen St	Reseda Ave to White Oak Ave	16.7	20.8	37.5	0.55	20.8	EB	F
15	Vanowen St	White Oak Ave to Balboa Blvd	14.2	13.9	28.1	0.50	14.2	WB	D
16	Vanowen St	Balboa Blvd to Woodley Ave	17.3	18.9	36.2	0.52	18.9	EB	E
17	Vanowen St	Woodley Ave to I-405	18.3	17.5	35.8	0.51	18.3	WB	F
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	11.8	13.4	25.3	0.53	13.4	EB	C
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	13.3	18.5	31.7	0.58	18.5	EB	D
20	Victory Blvd	DeSoto Ave to Winnetka Ave	18.9	22.3	41.3	0.54	22.3	EB	B
21	Victory Blvd	Winnetka Ave to Tampa Ave	19.6	19.5	39.1	0.50	19.6	WB	F
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	4.3	1.5	5.8	0.74	4.3	WB	C
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	7.7	8.2	15.9	0.51	8.2	EB	C
24	Oxnard St	DeSoto Ave to Winnetka Ave	3.2	3.8	7.0	0.55	3.8	EB	C
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	4.6	3.8	8.3	0.55	4.6	WB	C
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	9.9	7.2	17.1	0.58	9.9	WB	C
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	13.7	21.3	35.0	0.61	21.3	EB	C
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	18.4	15.9	34.3	0.54	18.4	WB	C
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	17.4	16.3	33.7	0.52	17.4	WB	C
30	Ventura Blvd	Winnetka Ave to Tampa Ave	16.8	20.0	36.7	0.54	20.0	EB	D
North-South Segments			2008 Counts						
			ADT (1,000's)			D Factor	Peak Dir Volume	LOS	
Int #	Street Name	Location	NB	SB	Total				
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	33.1	25.5	58.6	0.56	33.1	NB	F
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	22.8	22.3	45.1	0.51	22.8	NB	D
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	22.0	23.7	45.7	0.52	23.7	SB	F
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	21.0	21.9	42.9	0.51	21.9	SB	E
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	19.9	27.4	47.3	0.58	27.4	SB	F
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	22.4	23.0	45.3	0.51	23.0	SB	D
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	23.7	23.7	47.4	0.50	23.7	SB	E
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	23.2	23.7	46.9	0.51	23.7	SB	E
39	Canoga Ave	Ventura Blvd to Oxnard St.	21.6	18.8	40.5	0.53	21.6	NB	D
40	Canoga Ave	Oxnard St. to Vanowen St.	18.7	15.7	34.4	0.54	18.7	NB	D
41	Canoga Ave	Vanowen St. to Saticoy St.	16.1	14.9	31.0	0.52	16.1	NB	D
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	13.8	13.5	27.3	0.51	13.8	NB	B
43	DeSoto Ave	Ventura Blvd to Oxnard St.	20.7	22.3	43.1	0.52	22.3	SB	D
44	DeSoto Ave	Oxnard St. to Vanowen St.	20.3	22.4	42.7	0.52	22.4	SB	D
45	DeSoto Ave	Vanowen St. to Saticoy St.	20.5	18.6	39.1	0.52	20.5	NB	C
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	16.4	17.1	33.5	0.51	17.1	SB	B
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	18.6	17.4	35.9	0.52	18.6	NB	B
48	DeSoto Ave	Nordhoff St to Lassen St..	19.5	19.8	39.3	0.50	19.8	SB	D
49	DeSoto Ave	Lassen St. to Chatsworth St.	20.7	21.7	42.4	0.51	21.7	SB	B
50	DeSoto Ave	Chatsworth St. to SR-118	24.1	25.2	49.3	0.51	25.2	SB	E
51	Mason	Victory Blvd to Sherman Way	7.9	9.6	17.5	0.55	9.6	SB	C
52	Mason	Sherman Way to Roscoe Blvd.	12.2	12.5	24.7	0.51	12.5	SB	B

APPENDIX G.4 - VOLUME DEVELOPMENT

Warner Center Arterial Segment ADT

For Calculation Purposes

East-West Segments			2035 With Project Unmitigated Model ADT (1,000's)				2008 - 2035 With Project Unmitigated Model Growth ADT (1,000's)		
			2008 Model						
Int #	Street Name	Location	WB	EB	WB	EB	WB	EB	Total
1	Saticoy St	Canoga Ave to Mason Ave	7.8	8.3	8.8	9.6	1.0	1.3	2.3
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	7.3	7.8	7.3	8.0	0.0	0.3	0.3
3	Sherman Way	DeSoto Ave to Winnetka Ave	21.6	22.7	23.9	25.7	2.4	3.0	5.4
4	Sherman Way	Winnetka Ave to Tampa Ave	23.4	23.8	26.0	27.2	2.6	3.4	6.0
5	Sherman Way	Tampa Ave to Reseda Blvd	17.2	17.3	18.1	18.6	0.9	1.3	2.2
6	Sherman Way	Reseda Ave to White Oak Ave	18.0	20.1	19.4	21.9	1.3	1.8	3.2
7	Sherman Way	White Oak Ave to Balboa Blvd	22.9	23.2	24.1	24.9	1.2	1.7	3.0
8	Sherman Way	Balboa Blvd to Woodley Ave	19.3	18.6	20.7	20.5	1.4	1.9	3.3
9	Sherman Way	Woodley Ave to I-405	24.8	24.2	26.2	25.9	1.4	1.7	3.1
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	5.9	6.1	6.7	7.2	0.8	1.1	1.9
11	Vanowen St	DeSoto Ave to Winnetka Ave	4.6	5.3	6.1	7.1	1.5	1.8	3.3
12	Vanowen St	Winnetka Ave to Tampa Ave	5.4	6.2	7.0	8.2	1.6	2.0	3.7
13	Vanowen St	Tampa Ave to Reseda Blvd	8.0	8.0	9.4	9.9	1.4	1.9	3.3
14	Vanowen St	Reseda Ave to White Oak Ave	10.0	9.6	11.2	11.0	1.2	1.4	2.6
15	Vanowen St	White Oak Ave to Balboa Blvd	9.4	9.7	10.5	10.7	1.0	1.0	2.1
16	Vanowen St	Balboa Blvd to Woodley Ave	9.5	9.7	10.4	10.9	0.9	1.3	2.2
17	Vanowen St	Woodley Ave to I-405	8.8	8.7	9.7	9.8	0.9	1.1	1.9
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	9.8	9.3	11.8	11.2	1.9	2.0	3.9
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	15.7	16.0	23.3	24.0	7.7	8.1	15.7
20	Victory Blvd	DeSoto Ave to Winnetka Ave	18.7	19.3	24.8	26.2	6.1	6.8	12.9
21	Victory Blvd	Winnetka Ave to Tampa Ave	10.3	10.3	11.6	12.0	1.3	1.6	2.9
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	3.5	4.8	4.3	5.9	0.8	1.1	1.9
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	5.5	4.5	8.6	8.3	3.2	3.7	6.9
24	Oxnard St	DeSoto Ave to Winnetka Ave	4.0	3.7	5.1	5.0	1.1	1.3	2.4
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	6.7	7.4	7.2	7.5	0.5	0.1	0.6
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	11.5	9.6	13.0	10.6	1.5	1.0	2.6
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	4.8	10.9	5.3	12.1	0.5	1.2	1.8
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	9.6	8.8	10.4	10.1	0.9	1.3	2.2
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	14.8	12.8	16.7	15.4	1.9	2.6	4.5
30	Ventura Blvd	Winnetka Ave to Tampa Ave	13.2	11.9	14.2	12.7	1.0	0.8	1.8
North-South Segments			2035 With Project Unmitigated Model ADT (1,000's)				2008 - 2035 With Project Unmitigated Model Growth ADT (1,000's)		
			2008 Model						
Int #	Street Name	Location	NB	SB	NB	SB	NB	SB	Total
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	20.7	16.8	25.1	20.1	4.4	3.3	7.7
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	21.5	17.0	24.7	19.8	3.2	2.7	5.9
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	14.3	12.8	15.1	13.5	0.8	0.7	1.5
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	12.5	12.3	13.3	13.0	0.8	0.7	1.5
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	19.5	18.7	20.1	18.9	0.6	0.3	0.9
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	22.0	21.2	22.9	22.2	0.9	1.1	1.9
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	15.9	14.5	16.4	15.6	0.5	1.1	1.6
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	18.5	16.5	18.7	18.0	0.2	1.5	1.6
39	Canoga Ave	Ventura Blvd to Oxnard St.	14.1	15.6	18.1	20.5	4.0	4.9	8.9
40	Canoga Ave	Oxnard St. to Vanowen St.	12.3	13.0	14.4	15.5	2.2	2.5	4.7
41	Canoga Ave	Vanowen St. to Saticoy St.	10.3	10.2	12.3	12.0	2.0	1.8	3.8
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	4.9	4.7	5.8	5.7	0.9	1.0	1.9
43	DeSoto Ave	Ventura Blvd to Oxnard St.	11.1	9.2	11.7	10.9	0.6	1.6	2.2
44	DeSoto Ave	Oxnard St. to Vanowen St.	10.0	9.6	12.2	11.8	2.2	2.2	4.4
45	DeSoto Ave	Vanowen St. to Saticoy St.	9.1	8.5	10.3	9.8	1.2	1.3	2.5
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	11.1	10.5	11.9	11.1	0.7	0.6	1.3
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	11.3	10.7	12.2	11.5	0.9	0.9	1.8
48	DeSoto Ave	Nordhoff St to Lassen St..	10.6	9.9	11.0	10.6	0.4	0.7	1.2
49	DeSoto Ave	Lassen St. to Chatsworth St.	12.3	11.6	12.5	12.2	0.2	0.6	0.7
50	DeSoto Ave	Chatsworth St. to SR-118	16.5	14.8	16.9	15.1	0.4	0.3	0.7
51	Mason	Victory Blvd to Sherman Way	12.9	11.8	13.8	12.1	0.9	0.3	1.2
52	Mason	Sherman Way to Roscoe Blvd.	9.0	8.4	9.6	8.8	0.6	0.4	1.0

APPENDIX G.4 - VOLUME DEVELOPMENT

Warner Center Arterial Segment ADT

East-West Segments			2035 With Project Unmitigated Final Post Processed			
			ADT (1,000's)			D
Int #	Street Name	Location	WB	EB	Total	Factor
1	Saticoy St	Canoga Ave to Mason Ave	14.5	15.5	30.0	0.52
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	15.8	14.1	29.9	0.53
3	Sherman Way	DeSoto Ave to Winnetka Ave	19.7	20.0	39.7	0.50
4	Sherman Way	Winnetka Ave to Tampa Ave	17.2	18.3	35.5	0.51
5	Sherman Way	Tampa Ave to Reseda Blvd	19.0	19.6	38.6	0.51
6	Sherman Way	Reseda Ave to White Oak Ave	16.6	18.1	34.7	0.52
7	Sherman Way	White Oak Ave to Balboa Blvd	18.1	17.6	35.7	0.51
8	Sherman Way	Balboa Blvd to Woodley Ave	19.7	19.7	39.3	0.50
9	Sherman Way	Woodley Ave to I-405	30.3	26.7	57.0	0.53
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	13.1	14.2	27.3	0.52
11	Vanowen St	DeSoto Ave to Winnetka Ave	18.2	15.6	33.8	0.54
12	Vanowen St	Winnetka Ave to Tampa Ave	16.7	18.6	35.4	0.53
13	Vanowen St	Tampa Ave to Reseda Blvd	17.3	18.0	35.3	0.51
14	Vanowen St	Reseda Ave to White Oak Ave	17.9	22.2	40.1	0.55
15	Vanowen St	White Oak Ave to Balboa Blvd	15.2	14.9	30.1	0.50
16	Vanowen St	Balboa Blvd to Woodley Ave	18.3	20.2	38.4	0.52
17	Vanowen St	Woodley Ave to I-405	19.2	18.6	37.7	0.51
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	13.7	15.4	29.1	0.53
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	20.9	26.5	47.5	0.56
20	Victory Blvd	DeSoto Ave to Winnetka Ave	25.0	29.2	54.2	0.54
21	Victory Blvd	Winnetka Ave to Tampa Ave	20.9	21.1	42.0	0.50
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	5.1	2.6	7.7	0.66
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	10.9	11.9	22.8	0.52
24	Oxnard St	DeSoto Ave to Winnetka Ave	4.3	5.1	9.4	0.54
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	5.1	3.9	9.0	0.57
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	11.4	8.2	19.6	0.58
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	14.2	22.6	36.8	0.61
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	19.2	17.2	36.4	0.53
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	19.3	18.9	38.2	0.51
30	Ventura Blvd	Winnetka Ave to Tampa Ave	17.8	20.8	38.6	0.54
North-South Segments			2035 With Project Unmitigated Final Post Processed			
			ADT (1,000's)			D
Int #	Street Name	Location	NB	SB	Total	Factor
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	37.5	28.8	66.3	0.57
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	26.0	25.0	51.0	0.51
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	22.8	24.4	47.2	0.52
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	21.8	22.6	44.4	0.51
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	20.5	27.7	48.2	0.57
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	23.2	24.0	47.3	0.51
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	24.2	24.8	49.0	0.51
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	23.3	25.2	48.5	0.52
39	Canoga Ave	Ventura Blvd to Oxnard St.	25.6	23.7	49.3	0.52
40	Canoga Ave	Oxnard St. to Vanowen St.	20.9	18.2	39.0	0.53
41	Canoga Ave	Vanowen St. to Saticoy St.	18.1	16.7	34.8	0.52
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	14.7	14.5	29.2	0.50
43	DeSoto Ave	Ventura Blvd to Oxnard St.	21.3	23.9	45.3	0.53
44	DeSoto Ave	Oxnard St. to Vanowen St.	22.5	24.6	47.1	0.52
45	DeSoto Ave	Vanowen St. to Saticoy St.	21.7	19.9	41.6	0.52
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	17.1	17.7	34.8	0.51
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	19.5	18.2	37.7	0.52
48	DeSoto Ave	Nordhoff St to Lassen St..	20.0	20.5	40.5	0.51
49	DeSoto Ave	Lassen St. to Chatsworth St.	20.9	22.3	43.2	0.52
50	DeSoto Ave	Chatsworth St. to SR-118	24.5	25.5	49.9	0.51
51	Mason	Victory Blvd to Sherman Way	8.8	9.9	18.7	0.53
52	Mason	Sherman Way to Roscoe Blvd.	12.8	12.9	25.7	0.50

APPENDIX G.4 - VOLUME DEVELOPMENT

Warner Center Arterial Segment ADT

East-West Segments			2008 Existing					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	WB	EB	Total			
1	Saticoy St	Canoga Ave to Mason Ave	13.4	14.3	27.7	0.51	14.3	EB
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	15.8	13.8	29.6	0.53	15.8	WB
3	Sherman Way	DeSoto Ave to Winnetka Ave	17.4	16.9	34.3	0.51	17.4	WB
4	Sherman Way	Winnetka Ave to Tampa Ave	14.6	14.9	29.5	0.51	14.9	EB
5	Sherman Way	Tampa Ave to Reseda Blvd	18.1	18.3	36.4	0.50	18.3	EB
6	Sherman Way	Reseda Ave to White Oak Ave	15.3	16.3	31.6	0.52	16.3	EB
7	Sherman Way	White Oak Ave to Balboa Blvd	16.9	15.9	32.7	0.52	16.9	WB
8	Sherman Way	Balboa Blvd to Woodley Ave	18.3	17.8	36.1	0.51	18.3	WB
9	Sherman Way	Woodley Ave to I-405	28.9	25.0	53.9	0.54	28.9	WB
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	12.3	13.1	25.4	0.52	13.1	EB
11	Vanowen St	DeSoto Ave to Winnetka Ave	16.6	13.9	30.5	0.55	16.6	WB
12	Vanowen St	Winnetka Ave to Tampa Ave	15.1	16.6	31.7	0.52	16.6	EB
13	Vanowen St	Tampa Ave to Reseda Blvd	15.9	16.1	32.0	0.50	16.1	EB
14	Vanowen St	Reseda Ave to White Oak Ave	16.7	20.8	37.5	0.55	20.8	EB
15	Vanowen St	White Oak Ave to Balboa Blvd	14.2	13.9	28.1	0.50	14.2	WB
16	Vanowen St	Balboa Blvd to Woodley Ave	17.3	18.9	36.2	0.52	18.9	EB
17	Vanowen St	Woodley Ave to I-405	18.3	17.5	35.8	0.51	18.3	WB
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	11.8	13.4	25.3	0.53	13.4	EB
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	13.3	18.5	31.7	0.58	18.5	EB
20	Victory Blvd	DeSoto Ave to Winnetka Ave	18.9	22.3	41.3	0.54	22.3	EB
21	Victory Blvd	Winnetka Ave to Tampa Ave	19.6	19.5	39.1	0.50	19.6	WB
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	4.3	1.5	5.8	0.74	4.3	WB
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	7.7	8.2	15.9	0.51	8.2	EB
24	Oxnard St	DeSoto Ave to Winnetka Ave	3.2	3.8	7.0	0.55	3.8	EB
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	4.6	3.8	8.3	0.55	4.6	WB
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	9.9	7.2	17.1	0.58	9.9	WB
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	13.7	21.3	35.0	0.61	21.3	EB
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	18.4	15.9	34.3	0.54	18.4	WB
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	17.4	16.3	33.7	0.52	17.4	WB
30	Ventura Blvd	Winnetka Ave to Tampa Ave	16.8	20.0	36.7	0.54	20.0	EB
North-South Segments			2008 Existing					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	NB	SB	Total			
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	33.1	25.5	58.6	0.56	33.1	NB
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	22.8	22.3	45.1	0.51	22.8	NB
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	22.0	23.7	45.7	0.52	23.7	SB
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	21.0	21.9	42.9	0.51	21.9	SB
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	19.9	27.4	47.3	0.58	27.4	SB
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	22.4	23.0	45.3	0.51	23.0	SB
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	23.7	23.7	47.4	0.50	23.7	SB
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	23.2	23.7	46.9	0.51	23.7	SB
39	Canoga Ave	Ventura Blvd to Oxnard St.	21.6	18.8	40.5	0.53	21.6	NB
40	Canoga Ave	Oxnard St. to Vanowen St.	18.7	15.7	34.4	0.54	18.7	NB
41	Canoga Ave	Vanowen St. to Saticoy St.	16.1	14.9	31.0	0.52	16.1	NB
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	13.8	13.5	27.3	0.51	13.8	NB
43	DeSoto Ave	Ventura Blvd to Oxnard St.	20.7	22.3	43.1	0.52	22.3	SB
44	DeSoto Ave	Oxnard St. to Vanowen St.	20.3	22.4	42.7	0.52	22.4	SB
45	DeSoto Ave	Vanowen St. to Saticoy St.	20.5	18.6	39.1	0.52	20.5	NB
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	16.4	17.1	33.5	0.51	17.1	SB
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	18.6	17.4	35.9	0.52	18.6	NB
48	DeSoto Ave	Nordhoff St to Lassen St..	19.5	19.8	39.3	0.50	19.8	SB
49	DeSoto Ave	Lassen St. to Chatsworth St.	20.7	21.7	42.4	0.51	21.7	SB
50	DeSoto Ave	Chatsworth St. to SR-118	24.1	25.2	49.3	0.51	25.2	SB
51	Mason	Victory Blvd to Sherman Way	7.9	9.6	17.5	0.55	9.6	SB
52	Mason	Sherman Way to Roscoe Blvd.	12.2	12.5	24.7	0.51	12.5	SB

APPENDIX G.4 - VOLUME DEVELOPMENT

Warner Center Arterial Segment ADT

For Calculation Purposes

East-West Segments			2008 Model ADT (1,000's)		2035 Model - With Project Mitigated ADT (1,000's)		2008 - 2035 Model Growth		
							ADT (1,000's)		
Int #	Street Name	Location	WB	EB	WB	EB	WB	EB	Total
1	Saticoy St	Canoga Ave to Mason Ave	7.8	8.3	8.8	9.5	1.0	1.2	2.2
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	7.3	7.8	7.2	8.1	-0.1	0.3	0.2
3	Sherman Way	DeSoto Ave to Winnetka Ave	21.6	22.7	24.6	26.0	3.1	3.3	6.4
4	Sherman Way	Winnetka Ave to Tampa Ave	23.4	23.8	26.1	27.3	2.8	3.5	6.3
5	Sherman Way	Tampa Ave to Reseda Blvd	17.2	17.3	18.2	18.6	1.0	1.3	2.3
6	Sherman Way	Reseda Ave to White Oak Ave	18.0	20.1	19.4	21.9	1.3	1.8	3.1
7	Sherman Way	White Oak Ave to Balboa Blvd	22.9	23.2	24.4	25.0	1.5	1.8	3.3
8	Sherman Way	Balboa Blvd to Woodley Ave	19.3	18.6	20.7	20.4	1.5	1.7	3.2
9	Sherman Way	Woodley Ave to I-405	24.8	24.2	26.3	25.9	1.5	1.7	3.2
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	5.9	6.1	6.4	6.9	0.5	0.8	1.4
11	Vanowen St	DeSoto Ave to Winnetka Ave	4.6	5.3	6.3	7.0	1.7	1.8	3.5
12	Vanowen St	Winnetka Ave to Tampa Ave	5.4	6.2	7.0	8.2	1.6	2.0	3.6
13	Vanowen St	Tampa Ave to Reseda Blvd	8.0	8.0	9.4	9.8	1.4	1.8	3.2
14	Vanowen St	Reseda Ave to White Oak Ave	10.0	9.6	11.2	11.0	1.2	1.4	2.6
15	Vanowen St	White Oak Ave to Balboa Blvd	9.4	9.7	10.3	10.8	0.8	1.1	2.0
16	Vanowen St	Balboa Blvd to Woodley Ave	9.5	9.7	10.4	11.0	0.9	1.3	2.2
17	Vanowen St	Woodley Ave to I-405	8.8	8.7	9.7	9.9	0.8	1.1	1.9
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	9.8	9.3	12.0	11.4	2.1	2.1	4.3
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	15.7	16.0	25.2	26.2	9.6	10.3	19.9
20	Victory Blvd	DeSoto Ave to Winnetka Ave	18.7	19.3	24.3	25.9	5.7	6.6	12.2
21	Victory Blvd	Winnetka Ave to Tampa Ave	10.3	10.3	11.6	12.0	1.3	1.6	2.9
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	3.5	4.8	4.3	5.8	0.8	1.1	1.9
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	5.5	4.5	9.0	8.6	3.5	4.1	7.5
24	Oxnard St	DeSoto Ave to Winnetka Ave	4.0	3.7	5.1	5.0	1.1	1.3	2.4
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	6.7	7.4	7.1	7.5	0.5	0.1	0.6
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	11.5	9.6	13.0	10.7	1.5	1.2	2.7
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	4.8	10.9	5.3	11.8	0.5	0.9	1.5
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	9.6	8.8	10.5	10.2	0.9	1.4	2.3
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	14.8	12.8	16.7	15.4	1.9	2.6	4.5
30	Ventura Blvd	Winnetka Ave to Tampa Ave	13.2	11.9	14.2	12.6	1.1	0.7	1.8
North-South Segments			2008 Model ADT (1,000's)		2035 Model - With Project Mitigated ADT (1,000's)		2008 - 2035 Model Growth		
							ADT (1,000's)		
Int #	Street Name	Location	NB	SB	NB	SB	NB	SB	Total
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	20.7	16.8	25.2	20.1	4.5	3.3	7.8
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	21.5	17.0	24.7	19.8	3.2	2.7	5.9
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	14.3	12.8	15.0	13.3	0.7	0.5	1.2
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	12.5	12.3	13.3	13.0	0.8	0.7	1.5
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	19.5	18.7	19.9	18.9	0.4	0.3	0.7
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	22.0	21.2	22.9	22.3	0.9	1.1	2.0
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	15.9	14.5	16.4	15.7	0.5	1.2	1.7
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	18.5	16.5	18.7	18.1	0.2	1.6	1.7
39	Canoga Ave	Ventura Blvd to Oxnard St.	14.1	15.6	18.2	20.6	4.1	5.0	9.1
40	Canoga Ave	Oxnard St. to Vanowen St.	12.3	13.0	14.4	15.6	2.1	2.6	4.7
41	Canoga Ave	Vanowen St. to Saticoy St.	10.3	10.2	11.9	12.1	1.6	1.9	3.5
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	4.9	4.7	5.8	5.7	0.9	1.0	1.9
43	DeSoto Ave	Ventura Blvd to Oxnard St.	11.1	9.2	11.6	10.8	0.5	1.6	2.1
44	DeSoto Ave	Oxnard St. to Vanowen St.	10.0	9.6	11.7	11.5	1.7	1.9	3.6
45	DeSoto Ave	Vanowen St. to Saticoy St.	9.1	8.5	10.6	10.2	1.5	1.7	3.1
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	11.1	10.5	11.9	11.1	0.7	0.6	1.3
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	11.3	10.7	12.2	11.6	0.9	0.9	1.8
48	DeSoto Ave	Nordhoff St to Lassen St..	10.6	9.9	11.1	10.6	0.5	0.7	1.3
49	DeSoto Ave	Lassen St. to Chatsworth St.	12.3	11.6	12.5	12.2	0.2	0.6	0.8
50	DeSoto Ave	Chatsworth St. to SR-118	16.5	14.8	16.9	15.0	0.4	0.3	0.7
51	Mason	Victory Blvd to Sherman Way	12.9	11.8	13.8	11.9	0.9	0.1	0.9
52	Mason	Sherman Way to Roscoe Blvd.	9.0	8.4	9.6	8.8	0.6	0.4	1.0

APPENDIX G.4 - VOLUME DEVELOPMENT

Warner Center Arterial Segment ADT

East-West Segments			Final Post Processed 2035 With Project - With Mitigations					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	WB	EB	Total			
1	Saticoy St	Canoga Ave to Mason Ave	14.4	15.5	29.9	0.52	15.5	EB
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	15.7	14.1	29.8	0.53	15.7	WB
3	Sherman Way	DeSoto Ave to Winnetka Ave	20.4	20.2	40.7	0.50	20.4	WB
4	Sherman Way	Winnetka Ave to Tampa Ave	17.4	18.4	35.7	0.51	18.4	EB
5	Sherman Way	Tampa Ave to Reseda Blvd	19.1	19.6	38.7	0.51	19.6	EB
6	Sherman Way	Reseda Ave to White Oak Ave	16.6	18.1	34.7	0.52	18.1	EB
7	Sherman Way	White Oak Ave to Balboa Blvd	18.3	17.7	36.0	0.51	18.3	WB
8	Sherman Way	Balboa Blvd to Woodley Ave	19.7	19.5	39.3	0.50	19.7	WB
9	Sherman Way	Woodley Ave to I-405	30.4	26.7	57.0	0.53	30.4	WB
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	12.8	14.0	26.8	0.52	14.0	EB
11	Vanowen St	DeSoto Ave to Winnetka Ave	18.4	15.6	34.0	0.54	18.4	WB
12	Vanowen St	Winnetka Ave to Tampa Ave	16.7	18.6	35.3	0.53	18.6	EB
13	Vanowen St	Tampa Ave to Reseda Blvd	17.3	17.9	35.2	0.51	17.9	EB
14	Vanowen St	Reseda Ave to White Oak Ave	18.0	22.2	40.1	0.55	22.2	EB
15	Vanowen St	White Oak Ave to Balboa Blvd	15.0	15.0	30.0	0.50	15.0	EB
16	Vanowen St	Balboa Blvd to Woodley Ave	18.2	20.2	38.4	0.53	20.2	EB
17	Vanowen St	Woodley Ave to I-405	19.1	18.6	37.7	0.51	19.1	WB
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	14.0	15.6	29.5	0.53	15.6	EB
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	22.9	28.8	51.6	0.56	28.8	EB
20	Victory Blvd	DeSoto Ave to Winnetka Ave	24.6	28.9	53.5	0.54	28.9	EB
21	Victory Blvd	Winnetka Ave to Tampa Ave	20.9	21.1	42.0	0.50	21.1	EB
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	5.2	2.6	7.7	0.67	5.2	WB
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	11.2	12.2	23.4	0.52	12.2	EB
24	Oxnard St	DeSoto Ave to Winnetka Ave	4.3	5.1	9.4	0.54	5.1	EB
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	5.0	3.9	8.9	0.56	5.0	WB
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	11.4	8.3	19.7	0.58	11.4	WB
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	14.2	22.3	36.5	0.61	22.3	EB
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	19.3	17.3	36.5	0.53	19.3	WB
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	19.3	18.9	38.2	0.51	19.3	WB
30	Ventura Blvd	Winnetka Ave to Tampa Ave	17.8	20.7	38.6	0.54	20.7	EB
North-South Segments			Final Post Processed 2035 With Project - With Mitigations					
			ADT (1,000's)			D Factor	Peak Dir Volume	
Int #	Street Name	Location	NB	SB	Total			
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	37.6	28.8	66.4	0.57	37.6	NB
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	26.0	25.0	51.0	0.51	26.0	NB
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	22.7	24.2	47.0	0.52	24.2	SB
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	21.8	22.6	44.3	0.51	22.6	SB
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	20.3	27.6	48.0	0.58	27.6	SB
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	23.3	24.0	47.3	0.51	24.0	SB
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	24.2	24.9	49.1	0.51	24.9	SB
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	23.3	25.3	48.6	0.52	25.3	SB
39	Canoga Ave	Ventura Blvd to Oxnard St.	25.8	23.8	49.6	0.52	25.8	NB
40	Canoga Ave	Oxnard St. to Vanowen St.	20.8	18.3	39.1	0.53	20.8	NB
41	Canoga Ave	Vanowen St. to Saticoy St.	17.6	16.8	34.4	0.51	17.6	NB
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	14.7	14.5	29.2	0.50	14.7	NB
43	DeSoto Ave	Ventura Blvd to Oxnard St.	21.2	23.9	45.2	0.53	23.9	SB
44	DeSoto Ave	Oxnard St. to Vanowen St.	22.0	24.3	46.3	0.52	24.3	SB
45	DeSoto Ave	Vanowen St. to Saticoy St.	22.0	20.3	42.2	0.52	22.0	NB
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	17.1	17.7	34.8	0.51	17.7	SB
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	19.4	18.3	37.8	0.52	19.4	NB
48	DeSoto Ave	Nordhoff St to Lassen St..	20.1	20.5	40.6	0.51	20.5	SB
49	DeSoto Ave	Lassen St. to Chatsworth St.	21.0	22.2	43.2	0.51	22.2	SB
50	DeSoto Ave	Chatsworth St. to SR-118	24.5	25.5	50.0	0.51	25.5	SB
51	Mason	Victory Blvd to Sherman Way	8.8	9.7	18.5	0.53	9.7	SB
52	Mason	Sherman Way to Roscoe Blvd.	12.8	12.9	25.8	0.50	12.9	SB

APPENDIX G.5 - COUNT DATA

EXISTING AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	67	768	126	88	800	78	111	1438	77	87	641	122
2	Canoga Ave and Vanowen St	60	749	70	104	873	110	106	864	81	244	603	161
3	De Soto Ave and Vanowen St	46	827	98	71	922	67	115	1191	169	194	1043	107
4	Topanga Canyon Blvd and Victory Blvd	125	783	189	63	918	114	161	1300	100	207	616	112
5	Canoga Ave and Victory Blvd	77	779	92	77	836	134	128	1070	75	215	944	61
6	De Soto Ave and Victory Blvd	59	728	137	70	944	46	78	1261	170	472	1271	94
7	Topanga Canyon Blvd and Erwin St	58	976	191	73	319	106	147	1451	40	79	108	31
8	Owensmouth Ave and Erwin St	42	298	91	123	364	90	110	637	83	50	193	106
9	Canoga Ave and Erwin St	119	984	64	93	199	122	52	1200	138	36	129	84
10	Variel Ave and Erwin St	25	129	58	65	186	40	53	263	106	24	257	65
11	De Soto Ave and Erwin St	151	1299	5	22	2	137	24	2077	156	18	10	21
12	Topanga Canyon Blvd and Oxnard St	103	1137	169	48	512	211	110	1427	46	100	223	54
13	Canoga Ave and Oxnard St	109	1086	66	81	382	118	101	1091	118	108	368	70
14	De Soto Ave and Oxnard St	117	1311	28	53	137	75	43	2042	219	222	410	52
15	Topanga Canyon Blvd and Califa St	0	1462	188	0	0	0	73	1796	0	0	0	24
16	Owensmouth Ave and Califa St	21	371	96	34	158	28	90	322	22	22	47	74
17	Canoga Ave and Califa St	214	1314	110	40	93	86	63	1152	96	21	101	25
18	De Soto Ave and Califa St	251	1452	0	0	0	45	0	2149	143	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	623	131	0	0	0	894	274	0
20	Topanga Canyon Blvd and Burbank Blvd	229	1350	570	64	364	240	78	1169	504	140	381	30
21	Owensmouth Ave and Burbank Blvd	80	52	34	217	676	77	156	104	204	61	386	134
22	Canoga Ave and Burbank Blvd	197	1618	101	218	519	100	169	929	152	30	288	75
23	De Soto Ave and Burbank Blvd (N)	205	1488	0	149	0	112	0	1433	634	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	940	0	0	0	0	0	1018	0	183	0	981
25	De Soto Ave 101 Ventura Fwy WB	171	1332	0	0	0	0	0	1076	531	145	4	595
26	Canoga Ave and 101 Ventura Fwy EB	0	940	223	0	0	0	378	758	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	753	119	671	4	405	912	361	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	13	1266	265	91	129	8	196	1737	93	206	108	85
29	Topanga Canyon Blvd and Roscoe Blvd	143	889	143	588	911	73	94	1232	847	273	914	47
30	Topanga Canyon Blvd and Satcoy St	104	925	124	62	834	73	122	1585	140	61	636	100
31	Shoup Ave and Sherman Way	164	725	83	140	871	242	87	1021	118	147	812	53
32	Topanga Canyon Blvd and Sherman Way	132	886	171	196	799	135	97	1760	150	330	1141	110
33	Owensmouth Ave and Sherman Way	47	154	61	28	845	69	50	641	47	238	1134	35
34	Canoga Ave and Sherman Way	65	690	88	87	915	63	75	1055	109	102	1360	134
35	De Soto Ave and Sherman Way	78	846	85	88	1062	82	101	1486	148	162	1085	104
36	Fallbrook Ave and Vanowen St	50	938	71	146	720	129	90	1195	164	148	578	60
37	Shoup Ave and Vanowen St	68	759	77	137	691	112	106	1110	141	127	626	69
38	Owensmouth Ave and Vanowen St	18	154	69	62	835	95	92	854	156	222	883	82
39	Variel Ave and Vanowen St	41	2	32	11	838	37	17	1	25	55	1233	21
40	Topanga Canyon Blvd and Kittridge St	4	908	42	36	7	6	21	1591	12	30	6	12
41	Woodlake Ave and Victory Blvd	37	83	95	43	1162	37	115	178	48	81	579	36
42	Fallbrook Ave and Victory Blvd	142	853	59	101	984	148	80	1383	61	100	642	98
43	Shoup Ave and Victory Blvd	97	690	46	95	875	255	125	1245	71	99	708	77
44	Westfield Way (Pvt) and Victory Blvd	13	4	9	20	1149	35	3	6	12	17	879	9
45	Owensmouth Ave and Victory Blvd	31	197	77	49	1119	111	155	904	101	186	797	69
46	Variel Ave and Victory Blvd	58	0	101	0	1065	158	0	0	0	336	1408	0
47	Mason Ave and Victory Blvd	76	78	26	194	1707	231	317	329	819	91	1712	141
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	42	255	0	0	0	6	0	1075	5	0	0	0
49	Shoup Ave and Erwin St	2	769	67	13	3	17	208	1197	7	75	3	91
50	Shoup Ave and Oxnard St	89	704	50	57	627	67	122	918	165	111	1157	172
51	Owensmouth Ave and Oxnard St	28	280	35	137	518	178	85	621	91	143	308	59
52	Shoup Ave and Burbank Blvd	39	582	44	90	320	48	164	626	80	31	168	52
53	Shoup Ave and Ventura Blvd	65	346	122	62	970	58	609	168	259	47	827	294
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1485	876	855	4	0	0	0	0	1032	45
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	0	1736	0	0	0	515	0	1506	0	0	0	399
56	Topanga Canyon Blvd and Ventura Blvd	136	1120	320	701	1013	134	145	848	85	205	607	202
57	Canoga Ave and Ventura Blvd	154	416	67	533	1263	71	177	285	259	52	902	211
58	De Soto Ave/Serrania Ave and Ventura Blvd	89	257	132	224	1207	55	657	174	374	54	1168	399
59	Topanga Canyon Blvd and Martinez St	5	1108	4	114	17	13	1	1368	14	14	5	3
60	Canoga Ave and Rocketdyne Dwy (Pvt)	25	816	0	12	0	4	24	1495	37	3	0	1
61	De Soto Ave and Kittridge St	76	828	23	59	6	145	27	1693	46	80	20	45
62	Topanga Canyon Blvd and Village Dwy	0	958	7	0	0	0	7	1561	0	2	0	3
63	Canoga Ave and Trillium Dwy (Pvt)	0	934	317	0	0	0	235	1336	0	35	0	16
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	102	1686	17	0	0	13	129	2067	31	7	1	21
65	Canoga Ave and Warner Ranch Rd (Pvt)	6	1767	157	1	0	17	274	973	1	0	0	40
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	123	1636	76	40	11	37	125	1362	110	198	12	105
67	Owensmouth Ave and Promenade Dwy (Pvt)	32	339	45	7	1	17	32	744	36	0	0	3
68	Owensmouth Ave and West Valley Way (Pvt)	51	306	0	2	0	5	0	924	237	0	0	0
69	Canoga Ave and Busway	0	882	15	0	0	0	2	1371	0	16	0	1
70	AMC Dwy and Oxnard St	24	1	54	39	760	102	8	3	11	53	322	25
71	Eton Ave and Vanowen St	18	0	6	14	836	38	3	1	4	24	1354	7
72	Independence Ave and Vanowen St	24	1	59	14	820	38	33	2	39	71	1276	15
73	Variel Ave and Kittridge St	3	11	26	19	49	5	13	8	10	10	19	71
74	Variel Ave and Oxnard St	26	41	10	82	313	41	46	128	103	48	576	108
75	Variel Ave and Califa St	5	1	2	36	37	7	23	10	101	5	175	94
76	Warner Center Lane and Burbank Blvd	0	0	0	109	511	0	7	0	57	0	493	29
77	De Soto Ave and Clark St	0	1911	131	0	0	0	7	1538	0	0	0	153
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	118	598	0	15	0	12	0	279	197
79	Owensmouth Ave and Marylee St	11	421	7	46	1	55	4	349	21	5	1	16

APPENDIX G.5 - COUNT DATA

EXISTING AM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
80	Topanga Canyon Blvd and Marylee St	0	1630	23	0	0	0	40	1751	0	2	0	22
81	Topanga Canyon Blvd and Calvert St	69	1259	14	0	0	75	20	1679	43	0	0	11
82	Topanga Canyon Blvd and Bassett St	33	1253	0	104	0	29	0	1659	61	0	0	0
83	Randi Ave and Victory Blvd	37	7	61	23	1157	34	8	5	20	36	668	2
84	Glade Ave and Erwin St	23	17	47	17	388	26	54	23	12	21	115	28
85	Randi Ave/Nevada Ave and Erwin St	12	14	40	13	303	17	48	41	26	8	129	19
86	Topanga Canyon Blvd and Clarendon St	34	1877	26	508	25	29	144	1177	121	5	8	107
87	Jordan Ave and Sherman Way	45	59	62	56	934	33	19	38	35	19	1209	15
88	Remmet Ave and Sherman Way	6	9	56	19	926	20	7	21	20	88	1218	17
89	Variel Ave and Sherman Way	104	81	23	33	877	40	60	88	43	40	1324	53
90	Owensmouth Ave and Gault St	13	223	16	9	15	42	16	765	16	45	10	31
91	Owensmouth Ave and Hart St	33	218	12	20	18	111	11	750	45	36	34	16
92	De Soto Ave and Hart St	57	1064	27	52	16	67	18	1533	33	76	15	41
93	Masson Ave and Vanowen St	29	308	58	112	863	68	65	926	102	129	999	130
94	Don Pio Dr and Ventura Blvd	8	14	91	30	1492	38	68	9	27	50	816	48
95	Owensmouth Ave and Saticoy St	41	145	50	47	1061	47	53	355	46	167	1061	65
96	Canoga Ave and Saticoy St	104	649	83	108	886	174	110	1100	74	139	1085	144
97	Variel Ave and Saticoy St	63	30	46	52	927	24	39	54	78	23	1285	18
98	De Soto Ave and Saticoy St	120	743	143	131	937	94	94	1266	154	162	1285	64
99	Shoup Ave and Valerio St	30	759	41	23	2	75	15	1019	10	53	6	27
100	Topanga Canyon Blvd and Valerio St	37	1206	40	46	38	18	74	1441	18	58	78	90
101	Canoga Ave and Valerio St	32	728	20	34	81	23	51	1312	25	91	212	102
102	Lurline Ave and Sherman Way	8	13	63	31	922	10	65	19	59	53	1372	51
103	Mason Ave and Sherman Way	62	511	35	102	868	49	102	1087	155	103	1301	75
104	Owensmouth Ave and Wyandotte St	27	181	4	16	15	72	6	598	25	5	12	8
105	Sale Ave and Vanowen St	13	7	97	10	788	10	9	3	28	80	615	5
106	Winnetka Ave and Vanowen St	81	731	105	64	881	80	114	1204	117	151	1084	75
107	Sale Ave and Victory Blvd	14	14	15	35	941	13	29	18	26	6	682	63
108	Winnetka Ave and Victory Blvd	135	776	190	80	1268	194	199	1070	236	319	1704	61
109	Winnetka Ave and Busway	0	888	0	0	18	0	0	1458	0	0	13	0
110	Fallbrook Ave and Oxnard St	17	1043	114	38	214	41	190	1505	33	111	117	99
111	Winnetka Ave and Calvert St	210	968	0	58	0	44	0	1300	222	55	32	51
112	Winnetka Ave and Oxnard St	57	1081	37	142	273	66	33	1099	235	35	255	22
113	Fallbrook Ave and Burbank Blvd	50	990	25	163	342	106	125	1388	202	28	221	67
114	Winnetka Ave and Hatteras St	4	1112	26	7	3	12	19	1120	9	35	8	14
115	Winnetka Ave and Clark St	42	1158	0	50	3	191	0	1191	19	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	129	729	0	0	0	0	0	874	458	257	11	472
117	Winnetka Ave and 101 Ventura Fwy EB	0	481	164	401	0	280	343	723	0	0	0	0
118	Winnetka Ave and Ventura Blvd	77	287	38	207	1366	44	352	440	241	76	849	183
119	Sale Ave and Ventura Blvd	7	0	16	15	1064	22	22	3	18	36	1100	25
120	Topanga Canyon Blvd and Mullholland Dr	112	432	16	662	56	174	18	854	609	16	116	42
121	Fallbrook Ave and Ventura Blvd	57	617	95	84	348	25	559	291	555	158	535	340
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	15	81	34	30	306	103	76	221	39	437	539	75
123	Tampa Ave and Ventura Blvd	61	104	30	78	1760	56	571	137	276	15	977	283
124	Tampa Ave and 101 Ventura Fwy EB	0	466	0	344	0	136	0	847	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	220	591	0	0	0	0	0	667	638	181	0	356
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	143	157	195	401	1849	67	0	0	0	95	1152	99
127	Topham St/Busway and Victory Blvd	336	15	13	0	1175	468	0	18	0	0	1797	0
128	Corbin Ave and Victory Blvd	35	566	116	65	1118	11	135	803	244	155	1499	122
129	Tampa Ave and Victory Blvd	72	681	132	72	1386	73	253	1065	205	82	1387	86
130	Burbank Blvd and Ventura Blvd	130	159	69	154	1447	98	31	203	251	47	739	10
131	Reseda Blvd and Burbank Blvd	25	435	315	86	357	86	686	954	158	145	444	280
132	Reseda Blvd and 101 Ventura Fwy EB	0	754	0	157	0	284	0	1495	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	415	488	0	0	0	0	0	1147	519	382	11	389
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	643	867	0	0	0	0	994	0
135	Canoga Ave and Nordhoff St	72	568	304	16	649	81	137	584	6	209	530	169
136	De Soto Ave and Nordhoff St	73	1277	136	273	673	43	131	1722	465	113	814	71
137	Topanga Canyon Blvd and Parthenia St	0	1511	312	0	0	0	77	1717	27	551	22	52
138	Canoga Ave and Parthenia St	26	658	219	54	427	126	68	763	17	298	705	217
139	De Soto Ave and Parthenia St	59	1241	72	100	641	69	83	1457	143	104	1016	155
140	Fallbrook Ave and Roscoe Blvd	101	248	395	32	674	189	46	185	47	449	720	229
141	Shoup Ave and Roscoe Blvd	90	144	422	23	1046	94	14	291	19	348	1249	9
142	Canoga Ave and Roscoe Blvd	75	620	84	129	901	41	65	1113	84	134	966	102
143	De Soto Ave and Roscoe Blvd	51	808	38	311	530	19	68	1268	146	106	835	39
144	Mason Ave and Roscoe Blvd	77	795	72	134	902	65	75	1090	158	78	925	121
145	Winnetka Ave and Roscoe Blvd	98	833	165	138	810	75	96	1007	119	126	841	125
146	Fallbrook Ave and Saticoy St	91	611	122	67	481	212	29	831	40	146	374	52
147	Shoup Ave and Saticoy St	79	600	38	52	476	107	64	730	15	203	535	69
148	Mason Ave and Saticoy St	100	630	28	126	929	89	122	1188	140	110	956	91
149	Winnetka Ave and Saticoy St	105	768	127	99	882	114	135	1028	123	94	911	121
150	Fallbrook Av and Sherman Way	123	732	172	126	751	178	95	1111	130	124	689	69
151	Winnetka Ave and Sherman Way	85	751	84	104	918	135	128	1157	111	161	1168	139
152	Woodlake Ave and Burbank Blvd	44	134	58	53	476	45	65	185	79	55	386	50

APPENDIX G.5 - COUNT DATA

EXISTING PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Topanga Canyon Blvd and Vanowen St	149	1628	138	108	663	63	167	1176	122	101	714	146
2	Canoga Ave and Vanowen St	176	1348	253	171	769	64	132	890	117	121	740	125
3	De Soto Ave and Vanowen St	49	1474	114	161	1315	90	107	875	198	101	851	132
4	Topanga Canyon Blvd and Victory Blvd	174	1528	351	146	814	152	234	1045	113	284	840	220
5	Canoga Ave and Victory Blvd	160	1407	339	122	1207	160	121	862	129	190	1054	196
6	De Soto Ave and Victory Blvd	66	1130	415	407	1725	120	102	786	172	220	1013	110
7	Topanga Canyon Blvd and Erwin St	176	1773	122	112	160	67	116	1281	44	177	380	141
8	Owensmouth Ave and Erwin St	79	714	52	124	317	54	140	445	226	60	294	100
9	Canoga Ave and Erwin St	174	1670	87	151	222	146	29	1156	118	86	225	96
10	Variel Ave and Erwin St	29	352	20	154	320	55	84	185	112	33	193	50
11	De Soto Ave and Erwin St	101	1745	29	185	10	244	19	1075	174	10	9	10
12	Topanga Canyon Blvd and Oxnard St	171	1750	188	140	458	142	85	1301	87	246	652	139
13	Canoga Ave and Oxnard St	172	1647	108	179	484	139	83	1217	93	97	318	69
14	De Soto Ave and Oxnard St	118	1632	163	209	400	223	42	1133	170	26	194	20
15	Topanga Canyon Blvd and Califa St	0	2099	70	0	0	0	21	1720	0	1	0	139
16	Owensmouth Ave and Califa St	13	391	39	31	84	60	97	474	15	152	91	203
17	Canoga Ave and Califa St	140	1654	106	164	101	262	42	1430	39	112	101	74
18	De Soto Ave and Califa St	71	2027	0	0	0	223	0	1472	43	0	0	0
19	101 Ventura Fwy WB and Burbank Blvd	0	0	0	0	338	42	0	0	0	1151	509	0
20	Topanga Canyon Blvd and Burbank Blvd	323	2021	296	55	168	147	48	1185	372	324	937	66
21	Owensmouth Ave and Burbank Blvd	92	96	116	191	395	62	160	34	435	49	631	153
22	Canoga Ave and Burbank Blvd	155	1392	76	117	273	217	81	1186	167	157	614	140
23	De Soto Ave and Burbank Blvd (N)	69	1260	0	599	0	476	0	1663	154	0	0	0
24	Canoga Ave and 101 Ventura Fwy WB	0	808	0	0	0	0	0	1676	0	226	0	693
25	De Soto Ave 101 Ventura Fwy WB	226	977	0	0	0	0	0	1372	576	261	0	469
26	Canoga Ave and 101 Ventura Fwy EB	0	802	305	0	0	0	906	1015	0	0	0	0
27	De Soto Ave and 101 Ventura Fwy EB	0	719	234	505	2	214	838	755	0	0	0	0
28	Topanga Canyon Blvd and Nordhoff St	10	1620	140	82	54	8	112	1484	43	356	119	166
29	Topanga Canyon Blvd and Roscoe Blvd	224	852	224	620	883	79	169	1210	846	355	784	100
30	Topanga Canyon Blvd and Satcoy St	115	1777	222	107	1070	113	199	1138	156	105	1049	182
31	Shoup Ave and Sherman Way	151	1245	91	199	1149	124	117	662	143	53	527	60
32	Topanga Canyon Blvd and Sherman Way	154	1618	295	255	1131	151	119	1156	126	259	1003	146
33	Owensmouth Ave and Sherman Way	89	368	155	69	1059	78	62	278	68	102	989	65
34	Canoga Ave and Sherman Way	123	1380	174	137	1290	180	105	812	145	140	1238	141
35	De Soto Ave and Sherman Way	111	1594	269	167	1666	141	99	926	144	156	974	126
36	Fallbrook Ave and Vanowen St	118	1092	156	173	631	133	92	952	237	138	607	142
37	Shoup Ave and Vanowen St	128	1393	86	146	711	90	52	639	107	88	636	108
38	Owensmouth Ave and Vanowen St	108	626	291	111	1091	85	90	402	134	150	817	100
39	Variel Ave and Vanowen St	108	3	87	11	1544	32	15	4	10	38	1015	15
40	Topanga Canyon Blvd and Kittridge St	19	1671	73	97	8	10	80	1272	47	126	16	61
41	Woodlake Ave and Victory Blvd	71	111	92	29	806	34	37	34	34	66	922	69
42	Fallbrook Ave and Victory Blvd	305	1011	106	200	738	140	201	976	119	84	970	190
43	Shoup Ave and Victory Blvd	187	1332	107	98	811	124	104	689	89	88	868	154
44	Westfield Way (Pvt) and Victory Blvd	60	6	76	151	1117	60	121	5	151	37	1323	138
45	Owensmouth Ave and Victory Blvd	193	913	192	93	1086	74	201	526	173	100	1169	154
46	Variel Ave and Victory Blvd	203	0	453	0	1798	189	0	0	0	107	1199	0
47	Mason Ave and Victory Blvd	109	213	100	472	2058	137	152	157	228	47	1246	212
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	256	874	0	51	0	156	0	650	50	0	0	0
49	Shoup Ave and Erwin St	17	1314	81	6	5	8	123	794	10	139	9	347
50	Shoup Ave and Oxnard St	102	1084	135	92	1243	76	132	691	47	54	703	158
51	Owensmouth Ave and Oxnard St	126	416	111	60	443	38	89	328	90	59	471	122
52	Shoup Ave and Burbank Blvd	65	1132	47	109	196	36	95	616	80	31	235	81
53	Shoup Ave and Ventura Blvd	58	475	143	142	937	51	363	133	251	104	1296	615
54	101 Ventura Fwy EB and Ventura Blvd	0	0	1050	542	927	0	0	0	0	0	1254	72
55	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)	0	2008	0	0	0	515	0	1705	0	0	0	607
56	Topanga Canyon Blvd and Ventura Blvd	208	1321	348	620	907	125	242	870	88	204	678	325
57	Canoga Ave and Ventura Blvd	174	318	49	530	1002	150	253	372	350	87	1027	243
58	De Soto Ave/Serrania Ave and Ventura Blvd	56	184	72	307	984	66	437	222	329	54	1056	421
59	Topanga Canyon Blvd and Martinez St	6	1453	1	37	6	7	9	1170	12	13	12	3
60	Canoga Ave and Rocketdyne Dwy (Pvt)	3	1664	1	35	0	19	15	924	2	13	0	12
61	De Soto Ave and Kittridge St	78	1546	51	65	28	113	35	952	50	36	9	38
62	Topanga Canyon Blvd and Village Dwy	0	1894	6	0	0	0	6	1392	0	11	0	12
63	Canoga Ave and Trillium Dwy (Pvt)	0	1788	87	0	0	0	87	1196	0	197	0	110
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	11	2019	36	14	0	68	31	1608	22	1	2	13
65	Canoga Ave and Warner Ranch Rd (Pvt)	11	1469	23	0	0	7	52	1715	14	18	0	185
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	77	1332	77	124	33	112	136	1831	51	56	5	84
67	Owensmouth Ave and Promenade Dwy (Pvt)	51	732	2	45	2	61	1	535	67	34	4	11
68	Owensmouth Ave and West Valley Way (Pvt)	12	1003	0	199	0	65	0	649	12	0	0	0
69	Canoga Ave and Busway	0	1644	15	0	0	0	0	1042	0	17	0	2
70	AMC Dwy and Oxnard St	64	4	66	155	406	40	69	1	64	39	701	111
71	Eton Ave and Vanowen St	34	0	60	2	1602	213	4	1	8	47	1121	0
72	Independence Ave and Vanowen St	4	0	55	29	1577	38	17	1	19	60	1106	39
73	Variel Ave and Kittridge St	4	8	28	24	86	5	27	12	14	8	28	46
74	Variel Ave and Oxnard St	39	158	187	116	706	61	151	53	109	34	330	63
75	Variel Ave and Califa St	11	20	5	241	139	3	68	3	49	1	52	48
76	Warner Center Lane and Burbank Blvd	0	0	0	38	744	0	62	0	131	0	335	14
77	De Soto Ave and Clark St	0	1500	61	0	0	0	13	1996	0	0	0	18

APPENDIX G.5 - COUNT DATA

EXISTING PM PEAK HOUR TURN VOLUMES

Int #	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0	0	0	14	464	0	190	0	178	0	474	24
79	Owensmouth Ave and Marylee St	25	390	17	37	3	28	9	642	33	3	0	12
80	Topanga Canyon Blvd and Marylee St	0	2131	34	0	0	0	66	1666	0	12	0	57
81	Topanga Canyon Blvd and Calvert St	109	1887	91	0	0	65	48	1524	44	0	0	117
82	Topanga Canyon Blvd and Bassett St	90	1878	0	87	0	47	0	1336	60	0	0	0
83	Randi Ave and Victory Blvd	31	13	37	22	964	52	3	6	36	54	1080	5
84	Glade Ave and Erwin St	43	30	54	12	188	17	54	21	46	33	520	26
85	Randi Ave/Nevada Ave and Erwin St	18	18	32	18	181	19	16	19	17	34	501	70
86	Topanga Canyon Blvd and Clarendon St	40	2092	43	334	51	53	241	1053	160	41	20	257
87	Jordan Ave and Sherman Way	54	56	50	48	1206	38	52	22	70	51	1009	40
88	Remmet Ave and Sherman Way	25	65	88	36	1238	24	25	14	34	57	1026	40
89	Variel Ave and Sherman Way	59	67	32	82	1261	33	92	56	25	57	1032	62
90	Owensmouth Ave and Gault St	35	558	37	13	26	53	31	400	26	27	26	51
91	Owensmouth Ave and Hart St	70	665	31	15	17	63	18	458	29	22	18	11
92	De Soto Ave and Hart St	43	1576	63	24	11	57	38	1192	30	33	6	27
93	Masson Ave and Vanowen St	30	657	46	183	1252	42	97	598	88	56	906	76
94	Don Pio Dr and Ventura Blvd	23	23	107	77	1198	58	136	44	71	75	1432	119
95	Owensmouth Ave and Satcoy St	26	420	38	48	1185	13	100	268	43	70	894	42
96	Canoga Ave and Satcoy St	102	1110	210	161	1127	58	119	952	157	146	816	192
97	Variel Ave and Satcoy St	55	53	66	69	1206	36	37	46	55	40	929	22
98	De Soto Ave and Satcoy St	89	1421	174	160	1261	74	122	991	149	104	731	77
99	Shoup Ave and Valerio St	73	1031	60	18	7	61	17	617	21	23	9	14
100	Topanga Canyon Blvd and Valerio St	33	1677	32	57	30	39	61	1347	21	38	37	50
101	Canoga Ave and Valerio St	22	1255	34	74	111	18	80	1108	14	51	58	58
102	Lurline Ave and Sherman Way	13	5	35	59	1285	19	53	15	34	52	1052	59
103	Mason Ave and Sherman Way	76	831	54	160	1172	43	109	665	129	70	949	78
104	Owensmouth Ave and Wyandotte St	36	473	12	23	15	46	11	334	21	11	24	17
105	Sale Ave and Vanowen St	12	8	36	25	789	34	6	4	24	32	762	15
106	Winnetka Ave and Vanowen St	106	1163	94	115	1058	62	111	803	89	102	842	93
107	Sale Ave and Victory Blvd	20	11	31	30	1032	12	15	1	37	12	1165	20
108	Winnetka Ave and Victory Blvd	190	1024	136	212	1665	142	177	741	136	152	1181	133
109	Winnetka Ave and Busway	0	1349	0	0	14	0	0	1005	0	0	14	0
110	Fallbrook Ave and Oxnard St	29	1431	70	29	58	28	130	1026	12	137	138	202
111	Winnetka Ave and Calvert St	132	1198	0	71	0	79	0	891	108	28	18	19
112	Winnetka Ave and Oxnard St	107	1151	65	204	411	80	33	861	80	24	77	8
113	Fallbrook Ave and Burbank Blvd	55	1311	32	84	145	47	81	1002	95	52	227	104
114	Winnetka Ave and Hatteras St	16	1371	36	9	1	14	14	983	6	30	3	10
115	Winnetka Ave and Clark St	62	1392	0	21	0	60	0	1099	24	0	0	0
116	Winnetka Ave and 101 Ventura Fwy WB	193	786	0	0	0	0	0	747	301	268	3	606
117	Winnetka Ave and 101 Ventura Fwy EB	0	643	255	385	1	153	373	620	0	0	0	0
118	Winnetka Ave and Ventura Blvd	87	310	62	258	1401	96	325	315	209	66	968	277
119	Sale Ave and Ventura Blvd	29	5	45	32	965	7	47	2	26	22	1736	42
120	Topanga Canyon Blvd and Mulholland Dr	183	800	8	583	74	131	21	507	660	12	42	41
121	Fallbrook Ave and Ventura Blvd	35	615	108	148	407	32	427	194	442	176	929	631
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	28	133	80	47	416	30	85	98	38	624	586	91
123	Tampa Ave and Ventura Blvd	38	101	42	134	1383	54	472	139	180	28	969	319
124	Tampa Ave and 101 Ventura Fwy EB	0	555	0	556	0	150	0	640	0	0	0	0
125	Tampa Ave and 101 Ventura Fwy WB	207	836	0	0	0	0	0	489	289	211	0	566
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	118	145	90	459	1316	104	0	0	0	79	1290	67
127	Topham St/Busway and Victory Blvd	290	14	5	0	1616	327	0	15	0	0	1241	0
128	Corbin Ave and Victory Blvd	42	761	134	110	1482	23	140	378	122	68	1132	294
129	Tampa Ave and Victory Blvd	160	1041	116	78	1203	56	210	701	162	86	1287	172
130	Burbank Blvd and Ventura Blvd	68	45	34	144	1099	60	41	75	269	66	1178	40
131	Reseda Blvd and Burbank Blvd	100	949	408	71	454	92	466	909	130	129	377	238
132	Reseda Blvd and 101 Ventura Fwy EB	0	1205	0	418	0	352	0	1299	0	0	0	0
133	Reseda Blvd and 101 Ventura Fwy WB	449	1174	0	0	0	0	0	914	302	385	1	507
134	101 Ventura Fwy EB and Burbank Blvd	0	0	0	0	790	789	0	0	0	0	682	0
135	Canoga Ave and Nordhoff St	46	628	276	12	568	64	175	550	11	195	595	171
136	De Soto Ave and Nordhoff St	66	1389	127	235	1060	111	100	1302	287	110	678	175
137	Topanga Canyon Blvd and Parthenia St	0	1724	454	0	0	8	66	1680	19	299	20	77
138	Canoga Ave and Parthenia St	33	860	360	25	543	46	147	620	37	215	460	78
139	De Soto Ave and Parthenia St	64	1364	119	163	751	59	120	1360	125	137	638	118
140	Fallbrook Ave and Roscoe Blvd	178	87	464	25	609	113	168	247	43	438	677	40
141	Shoup Ave and Roscoe Blvd	126	162	369	19	1128	65	14	108	21	308	970	16
142	Canoga Ave and Roscoe Blvd	48	1056	171	89	1038	111	129	920	81	134	821	107
143	De Soto Ave and Roscoe Blvd	132	1380	112	189	1058	15	158	1103	87	61	844	96
144	Mason Ave and Roscoe Blvd	110	854	78	157	1132	120	126	962	110	80	955	96
145	Winnetka Ave and Roscoe Blvd	138	926	124	122	1025	103	166	1008	112	154	933	145
146	Fallbrook Ave and Satcoy St	156	688	133	51	331	108	77	762	34	188	409	48
147	Shoup Ave and Satcoy St	149	709	176	29	422	65	44	465	37	157	471	47
148	Mason Ave and Satcoy St	105	918	96	154	1129	95	107	781	165	93	893	100
149	Winnetka Ave and Satcoy St	116	990	110	117	1046	91	146	949	161	96	838	126
150	Fallbrook Av and Sherman Way	130	887	203	142	691	194	72	880	145	168	525	96
151	Winnetka Ave and Sherman Way	113	1104	89	159	1082	115	140	866	125	83	910	117
152	Woodlake Ave and Burbank Blvd	76	122	50	17	211	30	20	91	45	45	278	26

APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Chatsworth St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-001



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	20	43	25	22	140	21	31	139	30	14	190	146	821
7:15 - 7:30	22	38	36	42	137	22	38	294	23	14	430	142	1,238
7:30 - 7:45	21	41	38	51	127	32	31	412	27	34	482	113	1,409
7:45 - 8:00	17	85	34	75	137	26	39	411	20	45	486	157	1,532
8:00 - 8:15	18	71	31	64	124	21	33	267	15	31	369	191	1,235
8:15 - 8:30	15	56	26	81	180	39	29	302	15	33	448	165	1,389
8:30 - 8:45	14	63	35	65	162	44	24	276	23	19	390	192	1,307
8:45 - 9:00	21	60	69	72	176	22	20	200	19	20	234	178	1,091

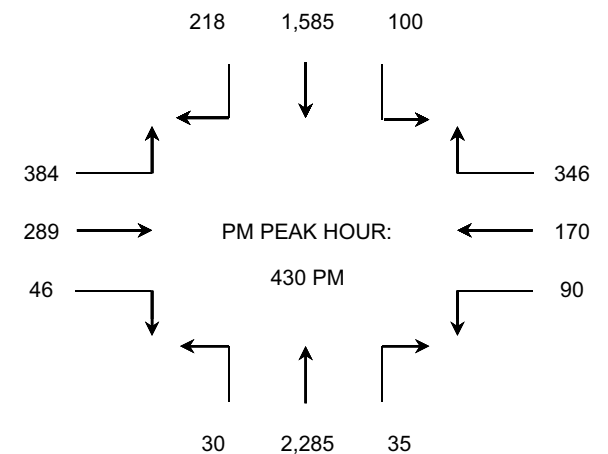
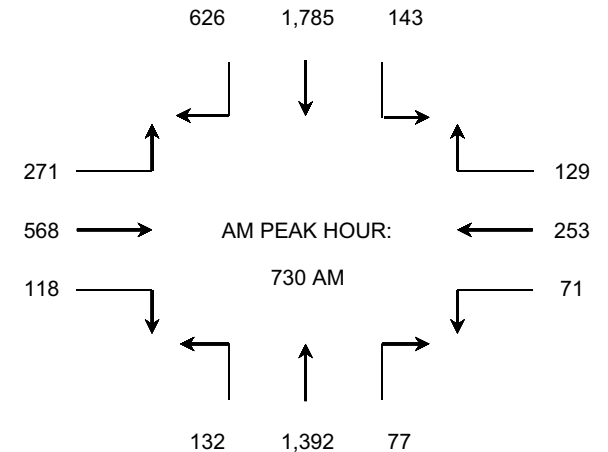
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	80	207	133	190	541	101	139	1,256	100	107	1,588	558	5,000
7:15 - 8:15	78	235	139	232	525	101	141	1,384	85	124	1,767	603	5,414
7:30 - 8:30	71	253	129	271	568	118	132	1,392	77	143	1,785	626	5,565 *
7:45 - 8:45	64	275	126	285	603	130	125	1,256	73	128	1,693	705	5,463
8:00 - 9:00	68	250	161	282	642	126	106	1,045	72	103	1,441	726	5,022

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	6	34	31	83	40	4	1	460	1	11	279	41	991
4:15 - 4:30	14	30	41	95	58	6	9	379	3	17	295	53	1,000
4:30 - 4:45	21	31	70	77	49	13	7	530	10	30	316	56	1,210
4:45 - 5:00	18	66	71	75	81	8	16	593	7	24	456	53	1,468
5:00 - 5:15	24	22	124	120	68	17	7	595	12	17	387	44	1,437
5:15 - 5:30	27	51	81	112	91	8	0	567	6	29	426	65	1,463
5:30 - 5:45	22	52	71	79	41	5	5	472	6	11	331	41	1,136
5:45 - 6:00	23	60	88	89	66	38	4	507	18	28	373	54	1,348

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	59	161	213	330	228	31	33	1,962	21	82	1,346	203	4,669
4:15 - 5:15	77	149	306	367	256	44	39	2,097	32	88	1,454	206	5,115
4:30 - 5:30	90	170	346	384	289	46	30	2,285	35	100	1,585	218	5,578 *
4:45 - 5:45	91	191	347	386	281	38	28	2,227	31	81	1,600	203	5,504
5:00 - 6:00	96	185	364	400	266	68	16	2,141	42	85	1,517	204	5,384



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Cyn Blvd

E/W STREET: Devonshire St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-002



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	24	62	18	31	68	9	8	252	13	16	388	14	903
7:15 - 7:30	29	65	25	51	114	12	10	289	28	21	431	19	1,094
7:30 - 7:45	43	104	31	55	122	8	10	294	25	26	434	14	1,166
7:45 - 8:00	47	130	37	50	119	13	16	298	22	32	407	16	1,187
8:00 - 8:15	30	118	40	54	114	17	18	312	37	37	418	17	1,212
8:15 - 8:30	38	76	26	37	90	8	9	305	26	34	426	16	1,091
8:30 - 8:45	35	66	20	34	84	3	6	283	34	32	434	15	1,046
8:45 - 9:00	30	59	19	26	62	5	4	274	20	28	420	14	961

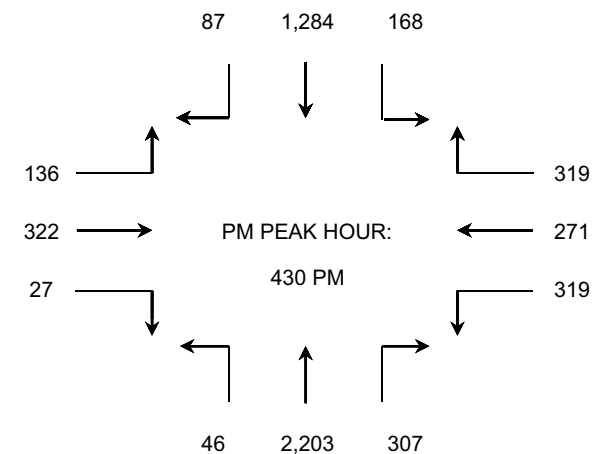
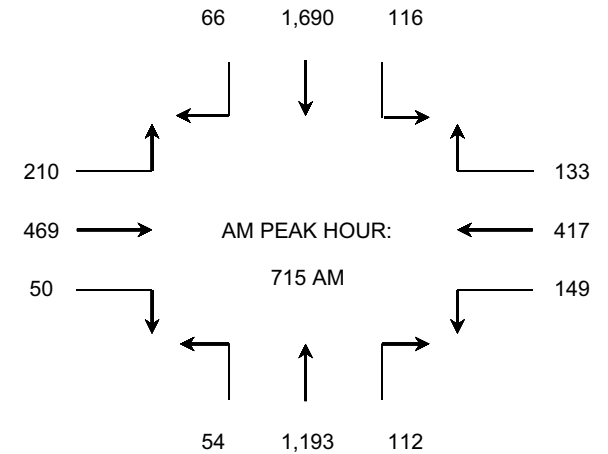
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	143	361	111	187	423	42	44	1,133	88	95	1,660	63	4,350
7:15 - 8:15	149	417	133	210	469	50	54	1,193	112	116	1,690	66	4,659 *
7:30 - 8:30	158	428	134	196	445	46	53	1,209	110	129	1,685	63	4,656
7:45 - 8:45	150	390	123	175	407	41	49	1,198	119	135	1,685	64	4,536
8:00 - 9:00	133	319	105	151	350	33	37	1,174	117	131	1,698	62	4,310

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	66	63	74	26	57	6	6	509	53	36	268	16	1,180
4:15 - 4:30	71	59	73	42	74	11	7	532	62	38	288	25	1,282
4:30 - 4:45	77	70	80	27	87	7	14	546	88	43	326	21	1,386
4:45 - 5:00	78	73	64	34	78	6	16	528	82	43	313	23	1,338
5:00 - 5:15	81	68	94	39	84	8	8	580	64	51	330	17	1,424
5:15 - 5:30	83	60	81	36	73	6	8	549	73	31	315	26	1,341
5:30 - 5:45	86	59	71	30	69	7	9	531	65	39	327	20	1,313
5:45 - 6:00	73	58	68	36	64	7	7	524	56	35	297	14	1,239

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	292	265	291	129	296	30	43	2,115	285	160	1,195	85	5,186
4:15 - 5:15	307	270	311	142	323	32	45	2,186	296	175	1,257	86	5,430
4:30 - 5:30	319	271	319	136	322	27	46	2,203	307	168	1,284	87	5,489 *
4:45 - 5:45	328	260	310	139	304	27	41	2,188	284	164	1,285	86	5,416
5:00 - 6:00	323	245	314	141	290	28	32	2,184	258	156	1,269	77	5,317



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Devonshire St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-003



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	72	298	4	2	126	3	10	17	35	23	46	2	638
7:15 - 7:30	73	135	9	0	189	16	12	17	48	32	69	2	602
7:30 - 7:45	75	154	17	6	207	19	23	31	86	66	90	8	782
7:45 - 8:00	78	160	20	7	121	11	17	50	67	39	71	5	646
8:00 - 8:15	83	120	9	6	105	19	18	26	50	23	69	2	530
8:15 - 8:30	99	121	8	3	130	21	4	22	48	22	65	3	546
8:30 - 8:45	39	107	12	1	72	7	2	22	25	21	34	5	347
8:45 - 9:00	28	85	4	2	106	4	7	20	38	25	24	0	343

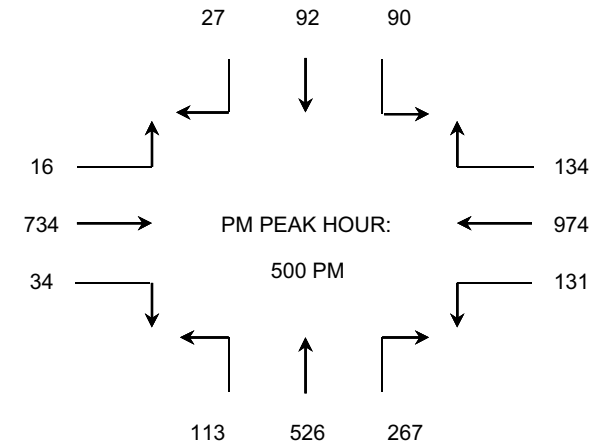
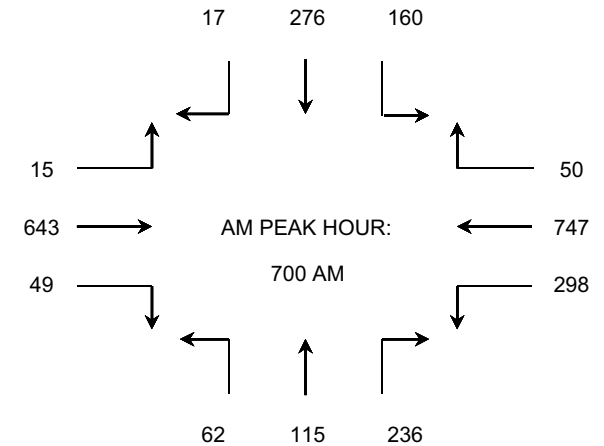
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	298	747	50	15	643	49	62	115	236	160	276	17	2,668 *
7:15 - 8:15	309	569	55	19	622	65	70	124	251	160	299	17	2,560
7:30 - 8:30	335	555	54	22	563	70	62	129	251	150	295	18	2,504
7:45 - 8:45	299	508	49	17	428	58	41	120	190	105	239	15	2,069
8:00 - 9:00	249	433	33	12	413	51	31	90	161	91	192	10	1,766

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	13	141	6	3	124	11	13	88	22	7	19	3	450
4:15 - 4:30	35	160	20	6	165	7	19	134	75	23	35	10	689
4:30 - 4:45	28	162	20	6	150	7	25	79	108	26	17	2	630
4:45 - 5:00	35	176	23	5	139	10	14	65	75	20	25	5	592
5:00 - 5:15	45	254	35	2	175	10	30	131	64	23	17	3	789
5:15 - 5:30	29	228	36	6	152	8	27	117	81	18	14	5	721
5:30 - 5:45	33	245	43	6	200	12	29	199	76	29	43	8	923
5:45 - 6:00	24	247	20	2	207	4	27	79	46	20	18	11	705

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	111	639	69	20	578	35	71	366	280	76	96	20	2,361
4:15 - 5:15	143	752	98	19	629	34	88	409	322	92	94	20	2,700
4:30 - 5:30	137	820	114	19	616	35	96	392	328	87	73	15	2,732
4:45 - 5:45	142	903	137	19	666	40	100	512	296	90	99	21	3,025
5:00 - 6:00	131	974	134	16	734	34	113	526	267	90	92	27	3,138 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Depot Rd

E/W STREET: Devonshire St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services

Project # 07-2473-004



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	7	109	0	1	125	1	0	0	3	0	0	0	246
7:15 - 7:30	1	259	0	0	278	0	0	0	1	0	0	0	539
7:30 - 7:45	0	331	0	1	375	3	0	0	1	0	0	0	711
7:45 - 8:00	0	289	0	0	215	6	1	3	4	0	2	0	520
8:00 - 8:15	0	182	10	1	196	2	0	0	0	0	0	0	391
8:15 - 8:30	3	267	0	0	200	4	0	2	2	0	1	0	479
8:30 - 8:45	6	190	1	1	140	1	0	0	1	0	2	0	342
8:45 - 9:00	0	161	0	0	201	0	0	7	0	0	5	0	374

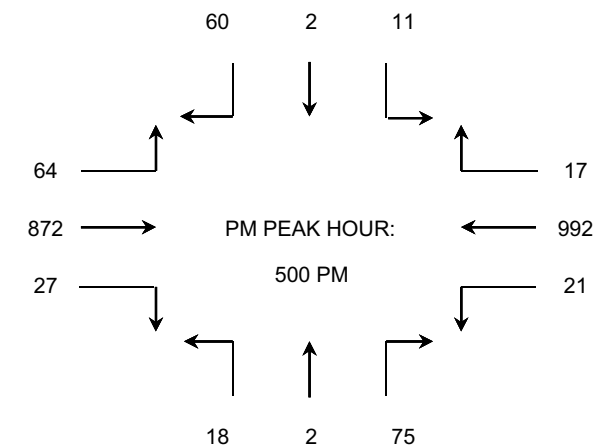
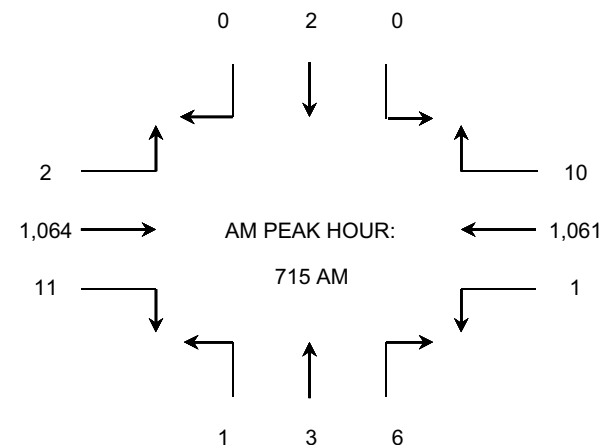
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	8	988	0	2	993	10	1	3	9	0	2	0	2,016
7:15 - 8:15	1	1,061	10	2	1,064	11	1	3	6	0	2	0	2,161 *
7:30 - 8:30	3	1,069	10	2	986	15	1	5	7	0	3	0	2,101
7:45 - 8:45	9	928	11	2	751	13	1	5	7	0	5	0	1,732
8:00 - 9:00	9	800	11	2	737	7	0	9	3	0	8	0	1,586

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	5	331	0	6	199	4	0	0	6	0	0	9	560
4:15 - 4:30	2	215	4	15	257	6	3	0	12	3	1	24	542
4:30 - 4:45	6	195	4	9	251	6	4	1	11	6	0	12	505
4:45 - 5:00	1	210	4	17	210	7	1	0	2	3	0	9	464
5:00 - 5:15	2	284	4	16	235	5	5	0	31	4	0	15	601
5:15 - 5:30	6	242	5	19	224	10	1	0	8	1	0	13	529
5:30 - 5:45	6	225	2	8	227	5	4	0	7	4	1	21	510
5:45 - 6:00	7	241	6	21	186	7	8	2	29	2	1	11	521

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	14	951	12	47	917	23	8	1	31	12	1	54	2,071
4:15 - 5:15	11	904	16	57	953	24	13	1	56	16	1	60	2,112
4:30 - 5:30	15	931	17	61	920	28	11	1	52	14	0	49	2,099
4:45 - 5:45	15	961	15	60	896	27	11	0	48	12	1	58	2,104
5:00 - 6:00	21	992	17	64	872	27	18	2	75	11	2	60	2,161 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Devonshire

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-005



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	20	133	20	8	149	23	8	21	50	44	81	40	597
7:15 - 7:30	28	152	10	9	150	24	16	14	55	51	84	44	637
7:30 - 7:45	27	162	22	16	202	37	25	24	58	56	92	42	763
7:45 - 8:00	47	194	39	16	144	58	38	36	126	30	111	39	878
8:00 - 8:15	51	205	39	15	151	36	26	28	62	24	72	45	754
8:15 - 8:30	40	197	20	10	207	34	25	17	41	36	55	34	716
8:30 - 8:45	33	142	31	10	194	27	16	27	62	27	74	27	670
8:45 - 9:00	36	136	33	9	182	37	25	22	76	27	55	25	663

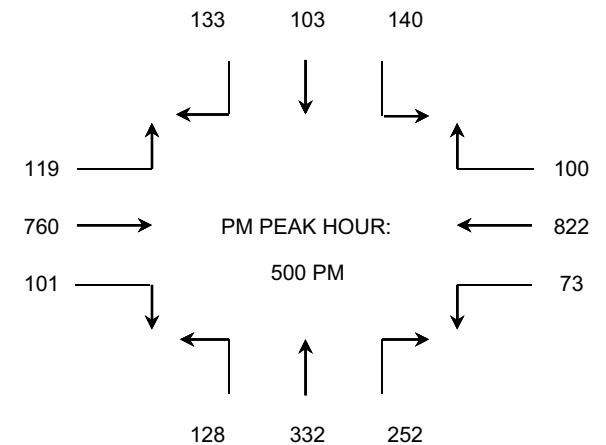
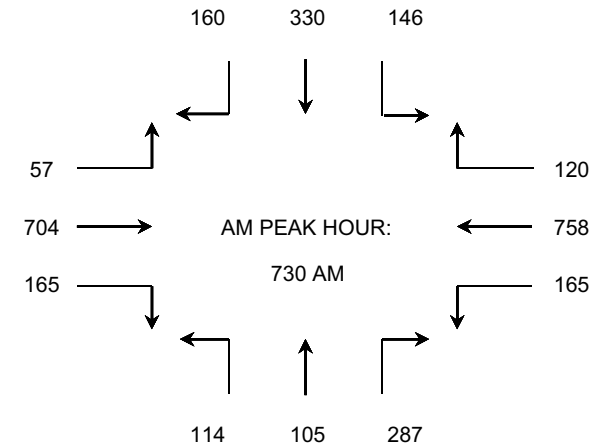
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	122	641	91	49	645	142	87	95	289	181	368	165	2,875
7:15 - 8:15	153	713	110	56	647	155	105	102	301	161	359	170	3,032
7:30 - 8:30	165	758	120	57	704	165	114	105	287	146	330	160	3,111 *
7:45 - 8:45	171	738	129	51	696	155	105	108	291	117	312	145	3,018
8:00 - 9:00	160	680	123	44	734	134	92	94	241	114	256	131	2,803

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	24	123	18	29	91	20	10	59	36	34	24	26	494
4:15 - 4:30	22	205	25	27	202	25	21	42	48	14	22	22	675
4:30 - 4:45	21	196	28	18	238	23	20	60	58	28	17	33	740
4:45 - 5:00	23	225	17	32	220	25	24	57	38	23	22	31	737
5:00 - 5:15	13	209	28	26	234	24	34	89	66	31	18	34	806
5:15 - 5:30	16	192	22	26	182	25	35	79	56	38	19	38	728
5:30 - 5:45	17	229	21	31	186	29	24	84	57	28	38	31	775
5:45 - 6:00	27	192	29	36	158	23	35	80	73	43	28	30	754

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	90	749	88	106	751	93	75	218	180	99	85	112	2,646
4:15 - 5:15	79	835	98	103	894	97	99	248	210	96	79	120	2,958
4:30 - 5:30	73	822	95	102	874	97	113	285	218	120	76	136	3,011
4:45 - 5:45	69	855	88	115	822	103	117	309	217	120	97	134	3,046
5:00 - 6:00	73	822	100	119	760	101	128	332	252	140	103	133	3,063 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Devonshire

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-006



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	33	95	12	49	113	24	26	265	14	26	406	27	1,090
7:15 - 7:30	48	164	18	65	195	28	35	292	29	33	415	30	1,352
7:30 - 7:45	60	206	23	69	240	27	67	329	32	29	401	29	1,512
7:45 - 8:00	50	197	28	71	228	20	58	284	35	20	372	21	1,384
8:00 - 8:15	82	201	17	57	221	35	26	269	36	22	357	18	1,341
8:15 - 8:30	77	184	22	51	195	23	22	266	32	26	366	23	1,287
8:30 - 8:45	62	161	14	45	181	28	19	220	22	21	369	24	1,166
8:45 - 9:00	54	153	13	37	178	22	19	213	20	20	349	19	1,097

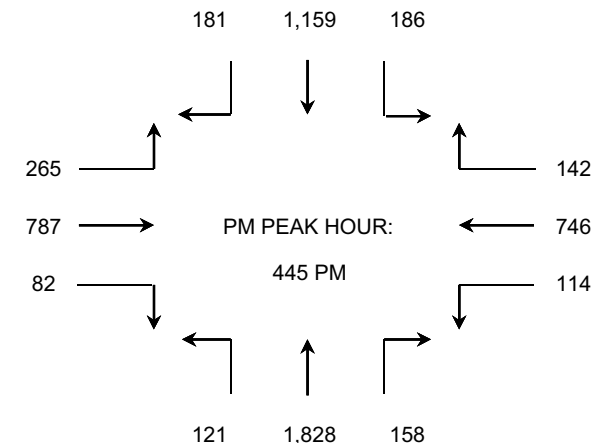
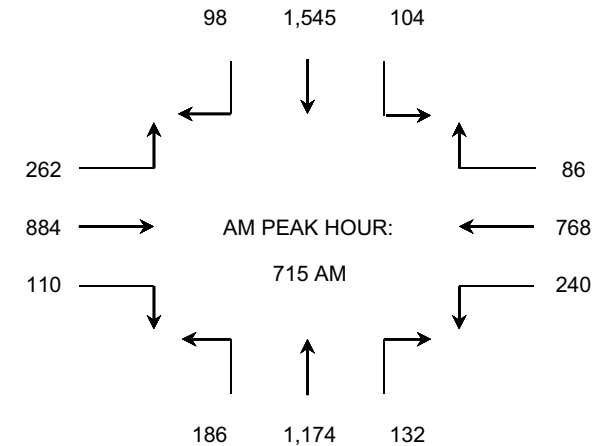
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	191	662	81	254	776	99	186	1,170	110	108	1,594	107	5,338
7:15 - 8:15	240	768	86	262	884	110	186	1,174	132	104	1,545	98	5,589 *
7:30 - 8:30	269	788	90	248	884	105	173	1,148	135	97	1,496	91	5,524
7:45 - 8:45	271	743	81	224	825	106	125	1,039	125	89	1,464	86	5,178
8:00 - 9:00	275	699	66	190	775	108	86	968	110	89	1,441	84	4,891

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	27	174	34	66	188	19	34	387	28	49	321	37	1,364
4:15 - 4:30	28	170	44	62	174	20	38	376	30	50	295	38	1,325
4:30 - 4:45	19	148	31	79	184	25	37	414	33	52	282	44	1,348
4:45 - 5:00	28	183	40	70	198	29	29	472	36	44	299	40	1,468
5:00 - 5:15	39	184	38	72	183	23	30	472	50	35	267	56	1,449
5:15 - 5:30	26	197	34	73	222	16	32	458	34	56	278	47	1,473
5:30 - 5:45	21	182	30	50	184	14	30	426	38	51	315	38	1,379
5:45 - 6:00	20	186	36	51	181	15	28	404	36	45	310	36	1,348

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	102	675	149	277	744	93	138	1,649	127	195	1,197	159	5,505
4:15 - 5:15	114	685	153	283	739	97	134	1,734	149	181	1,143	178	5,590
4:30 - 5:30	112	712	143	294	787	93	128	1,816	153	187	1,126	187	5,738
4:45 - 5:45	114	746	142	265	787	82	121	1,828	158	186	1,159	181	5,769 *
5:00 - 6:00	106	749	138	246	770	68	120	1,760	158	187	1,170	177	5,649



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Cyn Blvd

E/W STREET: Lassen St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	81	25	8	14	125	3	7	327	38	18	373	2	1,021
7:15 - 7:30	117	17	7	17	125	7	9	285	31	13	540	3	1,171
7:30 - 7:45	175	41	11	23	120	14	7	342	92	10	516	2	1,353
7:45 - 8:00	146	40	10	21	92	10	10	329	65	17	437	5	1,182
8:00 - 8:15	110	34	13	15	112	9	16	294	26	25	350	1	1,005
8:15 - 8:30	105	18	10	11	112	12	16	292	22	12	384	2	996
8:30 - 8:45	91	39	11	10	78	10	17	267	45	17	484	1	1,070
8:45 - 9:00	81	36	13	15	65	11	13	248	34	15	461	5	997

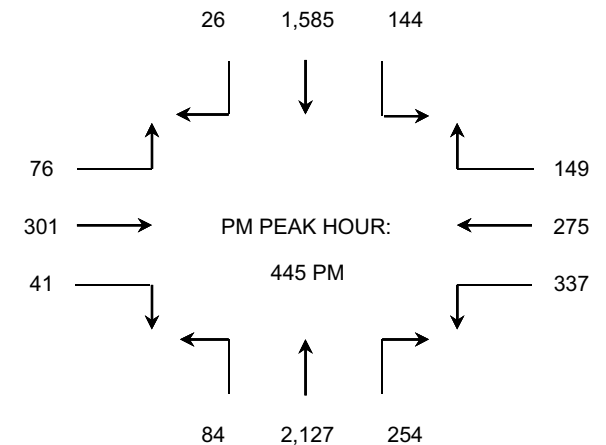
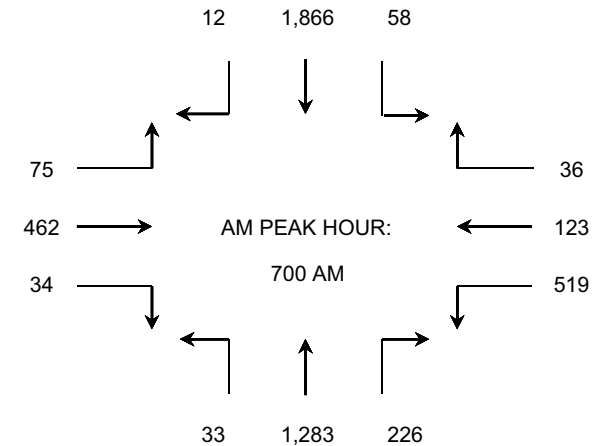
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	519	123	36	75	462	34	33	1,283	226	58	1,866	12	4,727 *
7:15 - 8:15	548	132	41	76	449	40	42	1,250	214	65	1,843	11	4,711
7:30 - 8:30	536	133	44	70	436	45	49	1,257	205	64	1,687	10	4,536
7:45 - 8:45	452	131	44	57	394	41	59	1,182	158	71	1,655	9	4,253
8:00 - 9:00	387	127	47	51	367	42	62	1,101	127	69	1,679	9	4,068

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	43	52	26	10	55	1	20	426	38	19	196	1	887
4:15 - 4:30	74	74	36	20	55	3	30	505	54	46	388	7	1,292
4:30 - 4:45	86	44	37	24	65	4	18	546	35	18	337	7	1,221
4:45 - 5:00	83	64	54	27	86	9	20	518	39	39	424	11	1,374
5:00 - 5:15	71	46	37	10	96	8	18	475	105	34	437	2	1,339
5:15 - 5:30	100	94	32	21	64	10	15	566	62	39	350	4	1,357
5:30 - 5:45	83	71	26	18	55	14	31	568	48	32	374	9	1,329
5:45 - 6:00	89	78	35	21	60	13	36	543	66	49	359	15	1,364

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	286	234	153	81	261	17	88	1,995	166	122	1,345	26	4,774
4:15 - 5:15	314	228	164	81	302	24	86	2,044	233	137	1,586	27	5,226
4:30 - 5:30	340	248	160	82	311	31	71	2,105	241	130	1,548	24	5,291
4:45 - 5:45	337	275	149	76	301	41	84	2,127	254	144	1,585	26	5,399 *
5:00 - 6:00	343	289	130	70	275	45	100	2,152	281	154	1,520	30	5,389



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Lassen St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	52	136	14	2	85	14	13	70	47	10	119	4	566
7:15 - 7:30	65	157	16	5	86	22	16	62	53	12	134	2	630
7:30 - 7:45	72	178	12	2	97	34	17	77	71	14	143	6	723
7:45 - 8:00	73	190	14	4	128	44	18	84	66	12	136	3	772
8:00 - 8:15	88	141	20	4	144	24	13	70	57	11	151	5	728
8:15 - 8:30	107	113	15	3	164	22	11	66	52	15	102	7	677
8:30 - 8:45	111	121	18	6	176	15	10	88	31	9	72	5	662
8:45 - 9:00	102	118	16	3	154	14	13	77	42	15	65	6	625

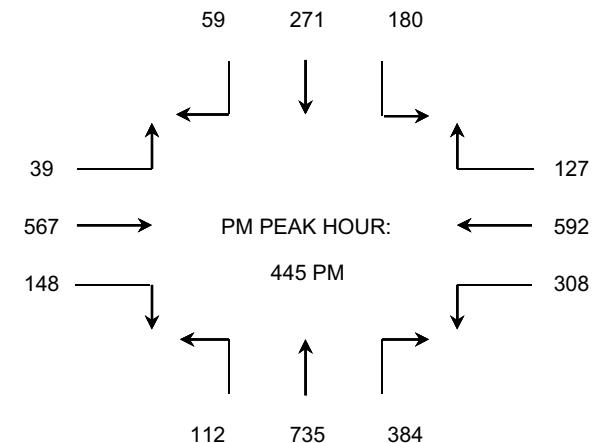
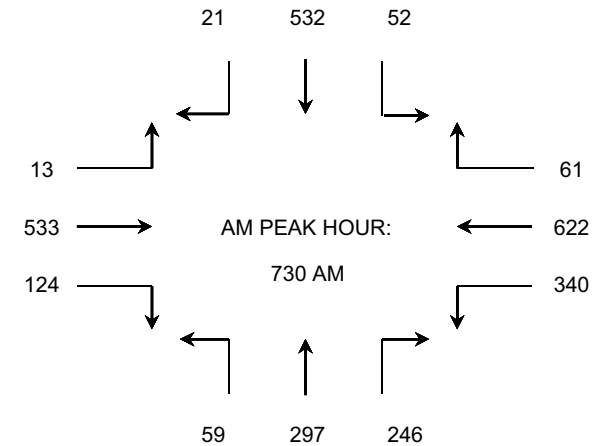
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	262	661	56	13	396	114	64	293	237	48	532	15	2,691
7:15 - 8:15	298	666	62	15	455	124	64	293	247	49	564	16	2,853
7:30 - 8:30	340	622	61	13	533	124	59	297	246	52	532	21	2,900 *
7:45 - 8:45	379	565	67	17	612	105	52	308	206	47	461	20	2,839
8:00 - 9:00	408	493	69	16	638	75	47	301	182	50	390	23	2,692

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	51	121	20	6	95	17	28	151	83	28	64	7	671
4:15 - 4:30	57	130	25	5	99	23	30	166	90	32	59	10	726
4:30 - 4:45	64	147	29	8	104	32	31	179	112	37	68	10	821
4:45 - 5:00	71	150	31	7	115	38	32	185	106	33	72	14	854
5:00 - 5:15	78	158	38	10	134	39	28	190	95	42	64	12	888
5:15 - 5:30	86	145	32	13	156	37	26	182	89	50	62	18	896
5:30 - 5:45	73	139	26	9	162	34	26	178	94	55	73	15	884
5:45 - 6:00	62	131	19	4	148	29	28	173	85	45	68	13	805

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	243	548	105	26	413	110	121	681	391	130	263	41	3,072
4:15 - 5:15	270	585	123	30	452	132	121	720	403	144	263	46	3,289
4:30 - 5:30	299	600	130	38	509	146	117	736	402	162	266	54	3,459
4:45 - 5:45	308	592	127	39	567	148	112	735	384	180	271	59	3,522 *
5:00 - 6:00	299	573	115	36	600	139	108	723	363	192	267	58	3,473



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Depot Rd

E/W STREET: Lassen St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-009



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	150	3	3	167	5	4	0	2	3	0	3	343
7:15 - 7:30	8	181	5	2	171	3	6	0	13	7	0	2	398
7:30 - 7:45	3	199	14	14	177	3	2	0	4	4	0	5	425
7:45 - 8:00	2	193	6	14	181	5	2	0	3	6	0	4	416
8:00 - 8:15	3	182	11	10	184	1	2	0	4	10	0	8	415
8:15 - 8:30	1	181	6	9	192	4	1	1	6	5	0	3	409
8:30 - 8:45	3	187	5	5	199	0	5	0	2	6	0	5	417
8:45 - 9:00	1	182	4	4	207	1	1	0	5	1	0	4	410

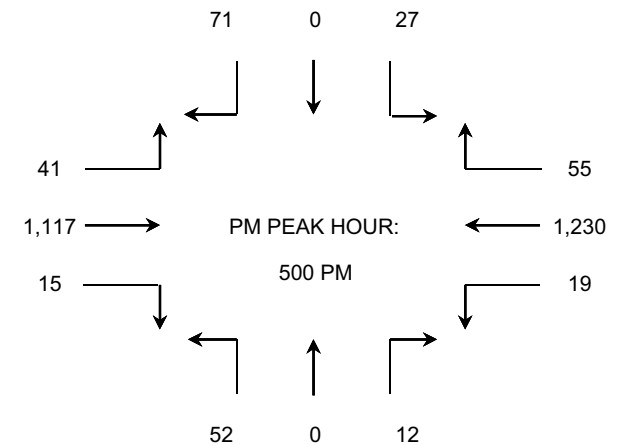
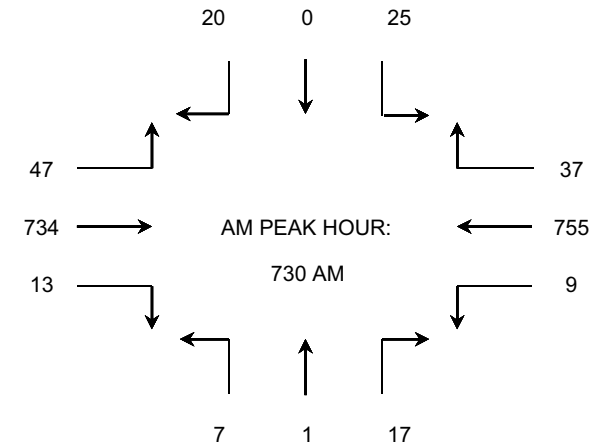
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	16	723	28	33	696	16	14	0	22	20	0	14	1,582
7:15 - 8:15	16	755	36	40	713	12	12	0	24	27	0	19	1,654
7:30 - 8:30	9	755	37	47	734	13	7	1	17	25	0	20	1,665 *
7:45 - 8:45	9	743	28	38	756	10	10	1	15	27	0	20	1,657
8:00 - 9:00	8	732	26	28	782	6	9	1	17	22	0	20	1,651

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	2	246	5	5	201	2	3	0	2	3	0	5	474
4:15 - 4:30	5	270	7	7	213	4	6	0	9	7	0	6	534
4:30 - 4:45	7	283	7	6	237	1	8	0	5	8	0	8	570
4:45 - 5:00	5	300	9	7	247	3	11	0	8	11	0	12	613
5:00 - 5:15	7	311	11	4	265	4	15	0	3	7	0	14	641
5:15 - 5:30	1	318	15	8	291	2	13	0	3	6	0	19	676
5:30 - 5:45	3	302	13	13	284	5	11	0	2	10	0	20	663
5:45 - 6:00	8	299	16	16	277	4	13	0	4	4	0	18	659

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	19	1,099	28	25	898	10	28	0	24	29	0	31	2,191
4:15 - 5:15	24	1,164	34	24	962	12	40	0	25	33	0	40	2,358
4:30 - 5:30	20	1,212	42	25	1,040	10	47	0	19	32	0	53	2,500
4:45 - 5:45	16	1,231	48	32	1,087	14	50	0	16	34	0	65	2,593
5:00 - 6:00	19	1,230	55	41	1,117	15	52	0	12	27	0	71	2,639 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Lassen St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-010



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	53	174	22	48	181	18	34	326	23	41	494	44	1,458
7:15 - 7:30	35	198	13	22	173	26	34	325	18	30	440	50	1,364
7:30 - 7:45	22	198	35	18	201	28	28	267	25	31	385	68	1,306
7:45 - 8:00	49	178	25	12	216	37	24	311	36	30	373	38	1,329
8:00 - 8:15	39	249	19	20	104	22	18	241	27	35	368	22	1,164
8:15 - 8:30	43	222	35	15	108	13	29	247	28	43	388	27	1,198
8:30 - 8:45	40	202	38	22	114	26	25	324	27	41	353	18	1,230
8:45 - 9:00	33	173	18	30	125	31	17	235	20	33	364	24	1,103

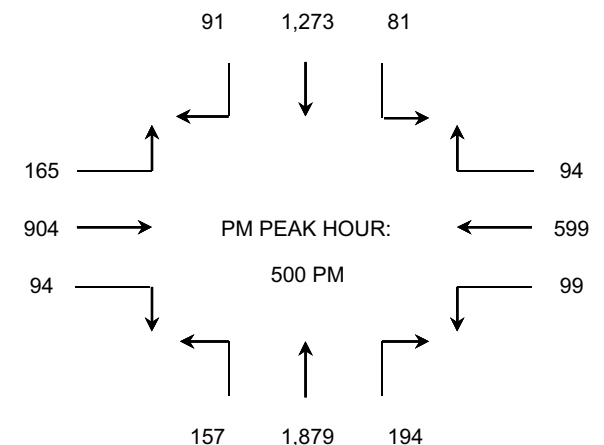
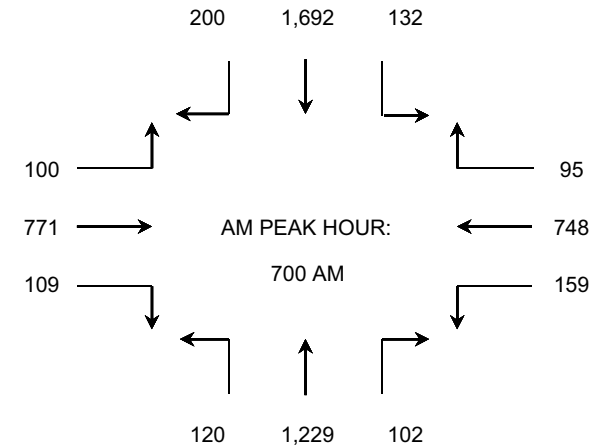
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	159	748	95	100	771	109	120	1,229	102	132	1,692	200	5,457 *
7:15 - 8:15	145	823	92	72	694	113	104	1,144	106	126	1,566	178	5,163
7:30 - 8:30	153	847	114	65	629	100	99	1,066	116	139	1,514	155	4,997
7:45 - 8:45	171	851	117	69	542	98	96	1,123	118	149	1,482	105	4,921
8:00 - 9:00	155	846	110	87	451	92	89	1,047	102	152	1,473	91	4,695

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	25	107	28	41	179	14	27	342	36	23	239	11	1,072
4:15 - 4:30	23	131	18	39	163	15	24	339	49	22	316	10	1,149
4:30 - 4:45	22	158	26	47	213	31	24	404	53	11	280	21	1,290
4:45 - 5:00	21	122	21	42	162	11	40	445	57	25	270	18	1,234
5:00 - 5:15	29	148	28	46	246	14	33	463	58	19	258	16	1,358
5:15 - 5:30	25	161	25	47	209	21	37	478	49	16	321	24	1,413
5:30 - 5:45	25	143	22	41	218	31	45	445	47	28	339	25	1,409
5:45 - 6:00	20	147	19	31	231	28	42	493	40	18	355	26	1,450

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	91	518	93	169	717	71	115	1,530	195	81	1,105	60	4,745
4:15 - 5:15	95	559	93	174	784	71	121	1,651	217	77	1,124	65	5,031
4:30 - 5:30	97	589	100	182	830	77	134	1,790	217	71	1,129	79	5,295
4:45 - 5:45	100	574	96	176	835	77	155	1,831	211	88	1,188	83	5,414
5:00 - 6:00	99	599	94	165	904	94	157	1,879	194	81	1,273	91	5,630 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Marilla St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-011



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	17	52	3	20	1	4	54	4	68	48	26	300
7:15 - 7:30	4	13	58	4	24	3	7	65	5	77	53	16	329
7:30 - 7:45	2	12	71	6	28	2	3	67	10	72	63	19	355
7:45 - 8:00	1	17	70	10	30	1	8	79	5	81	73	23	398
8:00 - 8:15	0	18	73	9	28	4	4	77	7	93	86	26	425
8:15 - 8:30	1	24	79	8	38	8	7	82	4	103	92	35	481
8:30 - 8:45	2	27	75	12	32	6	10	77	2	123	108	31	505
8:45 - 9:00	4	22	71	13	28	4	9	75	6	117	89	23	461

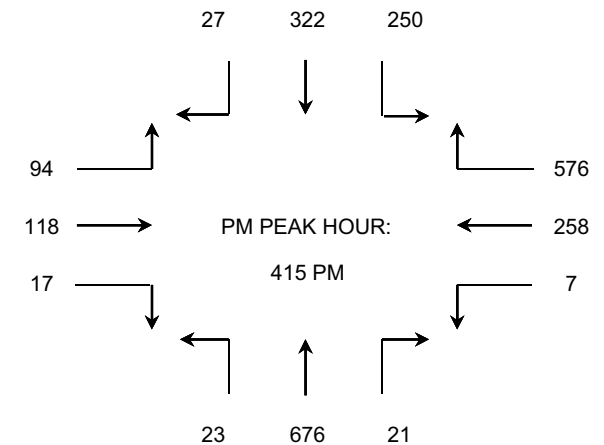
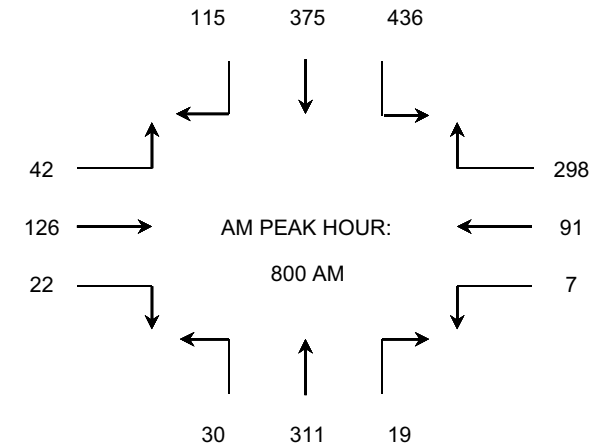
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	10	59	251	23	102	7	22	265	24	298	237	84	1,382
7:15 - 8:15	7	60	272	29	110	10	22	288	27	323	275	84	1,507
7:30 - 8:30	4	71	293	33	124	15	22	305	26	349	314	103	1,659
7:45 - 8:45	4	86	297	39	128	19	29	315	18	400	359	115	1,809
8:00 - 9:00	7	91	298	42	126	22	30	311	19	436	375	115	1,872 *

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	2	48	129	19	33	0	6	167	3	55	53	2	517
4:15 - 4:30	0	57	138	23	31	2	5	143	6	58	65	6	534
4:30 - 4:45	1	51	136	28	39	5	7	176	4	61	74	8	590
4:45 - 5:00	3	71	139	20	26	3	3	170	3	64	81	4	587
5:00 - 5:15	3	79	163	23	22	7	8	187	8	67	102	9	678
5:15 - 5:30	1	56	148	10	27	8	2	126	1	57	71	5	512
5:30 - 5:45	1	54	124	15	21	2	2	105	3	52	48	2	429
5:45 - 6:00	0	46	133	12	18	4	1	93	3	57	50	4	421

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	6	227	542	90	129	10	21	656	16	238	273	20	2,228
4:15 - 5:15	7	258	576	94	118	17	23	676	21	250	322	27	2,389 *
4:30 - 5:30	8	257	586	81	114	23	20	659	16	249	328	26	2,367
4:45 - 5:45	8	260	574	68	96	20	15	588	15	240	302	20	2,206
5:00 - 6:00	5	235	568	60	88	21	13	511	15	233	271	20	2,040



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Plummer St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-012



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	10	19	3	7	18	2	6	48	6	3	36	8	166
7:15 - 7:30	4	16	6	9	21	1	8	59	3	6	41	7	181
7:30 - 7:45	8	34	19	12	27	4	5	55	7	7	54	16	248
7:45 - 8:00	4	39	7	11	33	3	9	70	4	5	52	13	250
8:00 - 8:15	16	22	17	14	26	6	7	74	7	9	63	11	272
8:15 - 8:30	16	30	8	17	34	7	7	75	6	4	74	14	292
8:30 - 8:45	6	28	5	13	31	4	10	72	3	8	79	16	275
8:45 - 9:00	4	23	3	11	29	3	7	66	4	7	71	12	240

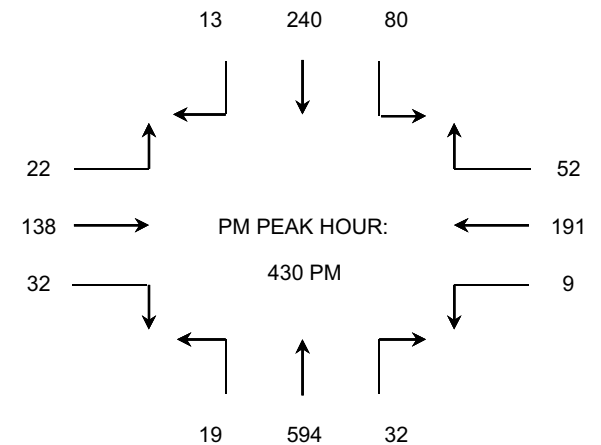
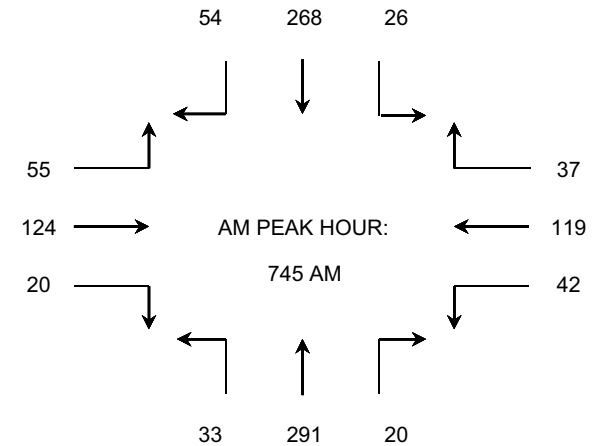
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	26	108	35	39	99	10	28	232	20	21	183	44	845
7:15 - 8:15	32	111	49	46	107	14	29	258	21	27	210	47	951
7:30 - 8:30	44	125	51	54	120	20	28	274	24	25	243	54	1,062
7:45 - 8:45	42	119	37	55	124	20	33	291	20	26	268	54	1,089 *
8:00 - 9:00	42	103	33	55	120	20	31	287	20	28	287	53	1,079

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	5	33	12	9	36	7	4	142	2	17	46	1	314
4:15 - 4:30	1	41	11	7	32	4	7	133	5	16	43	3	303
4:30 - 4:45	0	39	16	10	41	6	9	147	9	14	51	2	344
4:45 - 5:00	5	51	14	3	34	8	5	150	6	26	54	1	357
5:00 - 5:15	3	57	15	7	28	8	2	169	12	25	71	6	403
5:15 - 5:30	1	44	7	2	35	10	3	128	5	15	64	4	318
5:30 - 5:45	2	38	11	2	26	4	4	109	7	8	42	1	254
5:45 - 6:00	4	32	9	3	19	2	2	91	5	6	40	5	218

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	11	164	53	29	143	25	25	572	22	73	194	7	1,318
4:15 - 5:15	9	188	56	27	135	26	23	599	32	81	219	12	1,407
4:30 - 5:30	9	191	52	22	138	32	19	594	32	80	240	13	1,422 *
4:45 - 5:45	11	190	47	14	123	30	14	556	30	74	231	12	1,332
5:00 - 6:00	10	171	42	14	108	24	11	497	29	54	217	16	1,193



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Plummer St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-013



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	0	0	27	13	81	0	0	144	3	268
7:15 - 7:30	0	0	0	2	0	25	17	76	0	0	153	11	284
7:30 - 7:45	0	0	0	1	0	29	20	145	0	0	131	10	336
7:45 - 8:00	0	0	0	4	0	48	38	144	0	0	144	10	388
8:00 - 8:15	0	0	0	3	0	36	47	114	0	0	115	16	331
8:15 - 8:30	0	0	0	3	0	45	49	143	0	0	141	8	389
8:30 - 8:45	0	0	0	3	0	42	28	171	0	0	122	14	380
8:45 - 9:00	0	0	0	5	0	40	49	186	0	0	146	20	446

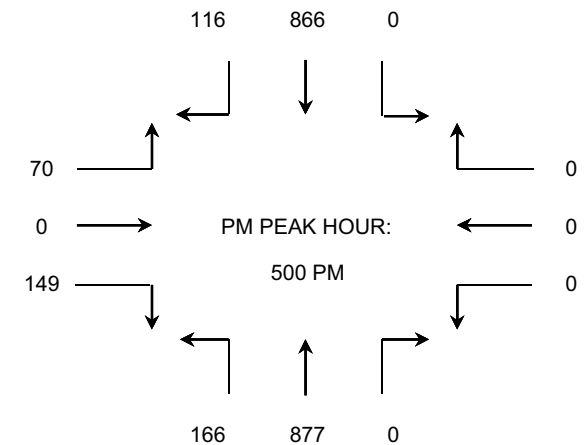
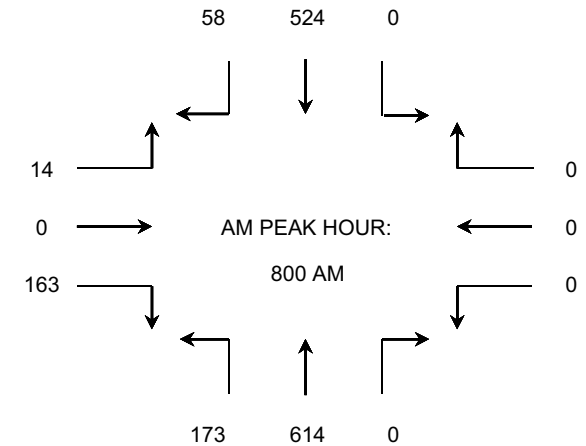
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	7	0	129	88	446	0	0	572	34	1,276
7:15 - 8:15	0	0	0	10	0	138	122	479	0	0	543	47	1,339
7:30 - 8:30	0	0	0	11	0	158	154	546	0	0	531	44	1,444
7:45 - 8:45	0	0	0	13	0	171	162	572	0	0	522	48	1,488
8:00 - 9:00	0	0	0	14	0	163	173	614	0	0	524	58	1,546 *

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	0	0	26	0	19	17	143	0	0	155	12	372
4:15 - 4:30	0	0	0	18	0	47	24	238	0	0	128	17	472
4:30 - 4:45	0	0	0	8	0	43	38	204	0	0	181	20	494
4:45 - 5:00	0	0	0	23	0	19	22	196	0	0	172	18	450
5:00 - 5:15	0	0	0	16	0	24	48	210	0	0	175	24	497
5:15 - 5:30	0	0	0	8	0	36	30	245	0	0	225	12	556
5:30 - 5:45	0	0	0	24	0	42	52	200	0	0	240	49	607
5:45 - 6:00	0	0	0	22	0	47	36	222	0	0	226	31	584

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	0	0	75	0	128	101	781	0	0	636	67	1,788
4:15 - 5:15	0	0	0	65	0	133	132	848	0	0	656	79	1,913
4:30 - 5:30	0	0	0	55	0	122	138	855	0	0	753	74	1,997
4:45 - 5:45	0	0	0	71	0	121	152	851	0	0	812	103	2,110
5:00 - 6:00	0	0	0	70	0	149	166	877	0	0	866	116	2,244 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Nordhoff St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-014



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	10	49	14	10	85	4	6	35	12	8	22	3	258
7:15 - 7:30	12	91	14	9	144	1	7	65	32	2	47	6	430
7:30 - 7:45	43	149	30	15	143	7	12	66	26	10	65	5	571
7:45 - 8:00	38	175	29	9	174	11	10	46	33	20	64	8	617
8:00 - 8:15	19	135	26	16	167	6	9	47	21	17	47	9	519
8:15 - 8:30	20	128	25	10	166	11	10	17	18	18	49	8	480
8:30 - 8:45	11	132	19	9	175	6	9	29	26	18	49	9	492
8:45 - 9:00	12	88	12	11	104	7	5	11	22	15	30	4	321

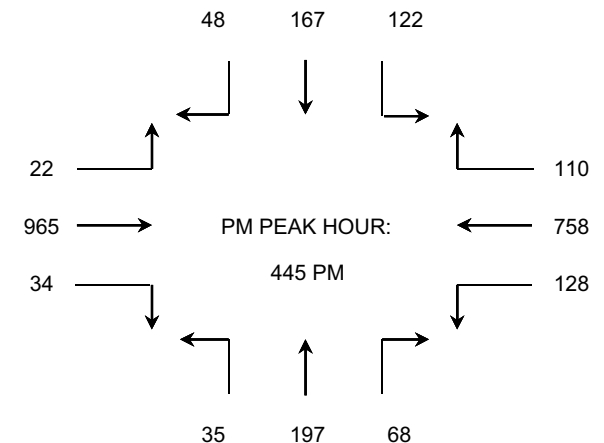
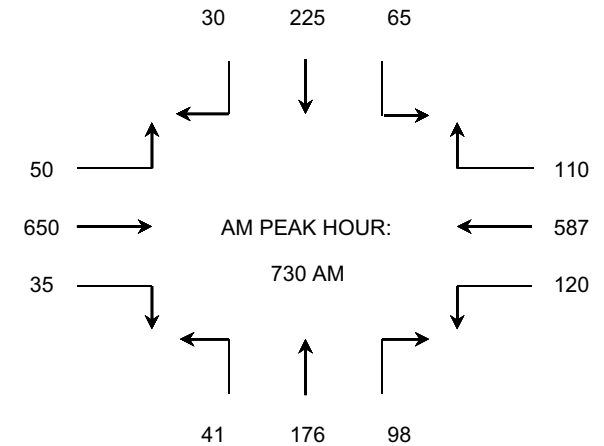
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	103	464	87	43	546	23	35	212	103	40	198	22	1,876
7:15 - 8:15	112	550	99	49	628	25	38	224	112	49	223	28	2,137
7:30 - 8:30	120	587	110	50	650	35	41	176	98	65	225	30	2,187 *
7:45 - 8:45	88	570	99	44	682	34	38	139	98	73	209	34	2,108
8:00 - 9:00	62	483	82	46	612	30	33	104	87	68	175	30	1,812

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	16	124	29	3	155	4	4	31	12	14	38	8	438
4:15 - 4:30	17	139	41	5	188	5	6	32	17	20	32	9	511
4:30 - 4:45	37	153	38	1	218	8	11	48	19	37	56	18	644
4:45 - 5:00	25	139	32	7	235	9	6	47	18	30	33	10	591
5:00 - 5:15	37	208	34	5	278	9	13	34	17	49	59	16	759
5:15 - 5:30	41	208	12	5	210	7	7	64	20	17	37	12	640
5:30 - 5:45	25	203	32	5	242	9	9	52	13	26	38	10	664
5:45 - 6:00	24	131	16	4	235	5	6	30	8	12	24	7	502

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	95	555	140	16	796	26	27	158	66	101	159	45	2,184
4:15 - 5:15	116	639	145	18	919	31	36	161	71	136	180	53	2,505
4:30 - 5:30	140	708	116	18	941	33	37	193	74	133	185	56	2,634
4:45 - 5:45	128	758	110	22	965	34	35	197	68	122	167	48	2,654 *
5:00 - 6:00	127	750	94	19	965	30	35	180	58	104	158	45	2,565



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Nordhoff St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-015



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	46	71	22	1	167	7	17	118	31	36	91	1	608
7:15 - 7:30	74	116	16	7	176	9	22	127	29	36	123	0	735
7:30 - 7:45	54	177	21	10	200	31	17	153	33	31	159	2	888
7:45 - 8:00	53	178	25	10	188	22	33	162	32	42	182	1	928
8:00 - 8:15	65	171	37	4	194	26	32	170	46	47	106	1	899
8:15 - 8:30	47	123	31	2	137	17	19	115	40	38	137	4	710
8:30 - 8:45	55	110	41	4	164	18	18	100	35	32	122	4	703
8:45 - 9:00	41	104	24	2	128	14	22	76	31	51	153	0	646

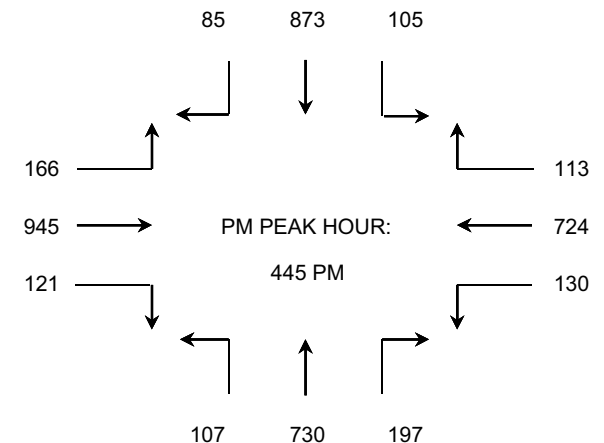
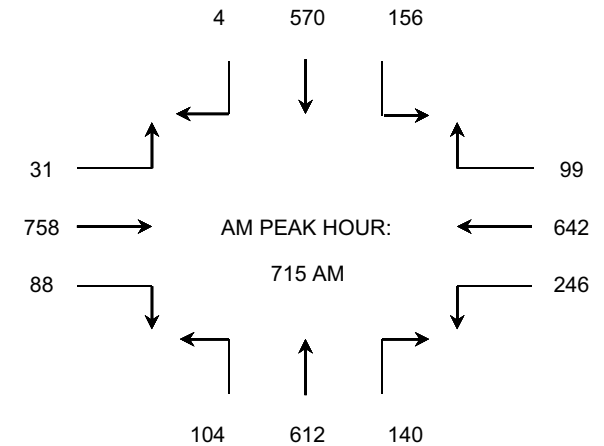
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	227	542	84	28	731	69	89	560	125	145	555	4	3,159
7:15 - 8:15	246	642	99	31	758	88	104	612	140	156	570	4	3,450 *
7:30 - 8:30	219	649	114	26	719	96	101	600	151	158	584	8	3,425
7:45 - 8:45	220	582	134	20	683	83	102	547	153	159	547	10	3,240
8:00 - 9:00	208	508	133	12	623	75	91	461	152	168	518	9	2,958

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	30	157	40	43	174	23	27	150	28	19	170	21	882
4:15 - 4:30	35	148	23	46	177	23	24	161	48	21	190	22	918
4:30 - 4:45	37	162	44	41	223	42	27	164	43	33	207	19	1,042
4:45 - 5:00	35	190	29	43	232	38	29	178	49	28	212	21	1,084
5:00 - 5:15	36	175	26	45	235	31	24	171	52	25	217	21	1,058
5:15 - 5:30	32	182	34	39	240	27	31	185	55	24	228	18	1,095
5:30 - 5:45	27	177	24	39	238	25	23	196	41	28	216	25	1,059
5:45 - 6:00	24	172	28	37	162	22	25	189	35	33	205	21	953

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	137	657	136	173	806	126	107	653	168	101	779	83	3,926
4:15 - 5:15	143	675	122	175	867	134	104	674	192	107	826	83	4,102
4:30 - 5:30	140	709	133	168	930	138	111	698	199	110	864	79	4,279
4:45 - 5:45	130	724	113	166	945	121	107	730	197	105	873	85	4,296 *
5:00 - 6:00	119	706	112	160	875	105	103	741	183	110	866	85	4,165



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Nordhoff St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/18/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-016



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	13	131	11	33	147	9	5	207	11	8	262	34	871
7:15 - 7:30	15	151	12	55	159	10	8	252	10	9	294	46	1,021
7:30 - 7:45	20	154	15	72	184	11	10	339	18	11	393	50	1,277
7:45 - 8:00	29	185	12	60	192	10	17	316	31	31	422	75	1,380
8:00 - 8:15	24	184	12	69	176	13	14	261	28	36	466	109	1,392
8:15 - 8:30	28	179	16	63	170	17	19	243	25	23	409	91	1,283
8:30 - 8:45	23	160	21	52	149	18	17	252	16	19	388	86	1,201
8:45 - 9:00	18	144	16	49	140	15	11	217	14	10	337	67	1,038

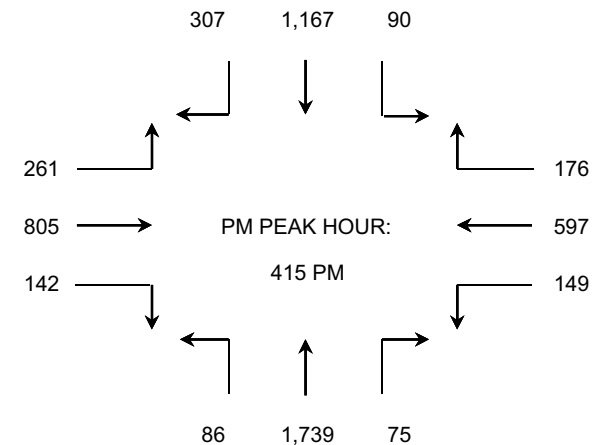
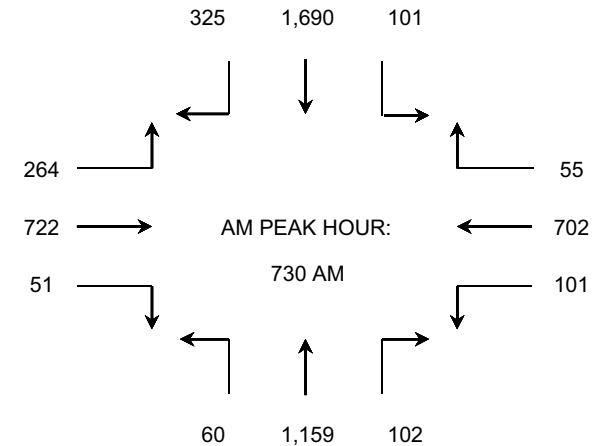
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	77	621	50	220	682	40	40	1,114	70	59	1,371	205	4,549
7:15 - 8:15	88	674	51	256	711	44	49	1,168	87	87	1,575	280	5,070
7:30 - 8:30	101	702	55	264	722	51	60	1,159	102	101	1,690	325	5,332 *
7:45 - 8:45	104	708	61	244	687	58	67	1,072	100	109	1,685	361	5,256
8:00 - 9:00	93	667	65	233	635	63	61	973	83	88	1,600	353	4,914

PERIOD: PM Peak Hour

DATE: THURSDAY 10/18/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	20	167	38	58	135	25	19	372	9	15	234	70	1,162
4:15 - 4:30	46	161	43	76	184	36	20	378	18	22	257	82	1,323
4:30 - 4:45	41	137	42	60	187	34	27	485	22	21	316	70	1,442
4:45 - 5:00	33	155	50	63	231	35	21	445	15	26	309	75	1,458
5:00 - 5:15	29	144	41	62	203	37	18	431	20	21	285	80	1,371
5:15 - 5:30	26	137	40	43	222	36	15	415	18	27	273	63	1,315
5:30 - 5:45	37	121	32	48	220	25	19	412	26	20	269	57	1,286
5:45 - 6:00	28	119	29	45	206	22	17	405	20	18	266	59	1,234

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	140	620	173	257	737	130	87	1,680	64	84	1,116	297	5,385
4:15 - 5:15	149	597	176	261	805	142	86	1,739	75	90	1,167	307	5,594 *
4:30 - 5:30	129	573	173	228	843	142	81	1,776	75	95	1,183	288	5,586
4:45 - 5:45	125	557	163	216	876	133	73	1,703	79	94	1,136	275	5,430
5:00 - 6:00	120	521	142	198	851	120	69	1,663	84	86	1,093	259	5,206



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Parthenia St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-017



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	17	73	8	3	70	1	4	32	13	17	19	10	267
7:15 - 7:30	36	104	19	5	64	2	1	46	61	21	46	10	415
7:30 - 7:45	51	131	22	7	89	5	3	63	49	18	84	19	541
7:45 - 8:00	71	133	19	11	83	9	4	49	53	23	61	22	538
8:00 - 8:15	36	79	28	10	106	4	0	36	42	12	58	13	424
8:15 - 8:30	34	101	11	3	88	3	1	25	38	10	52	5	371
8:30 - 8:45	28	71	19	3	86	1	3	19	26	10	40	6	312
8:45 - 9:00	14	55	12	5	70	2	1	28	12	17	25	9	250

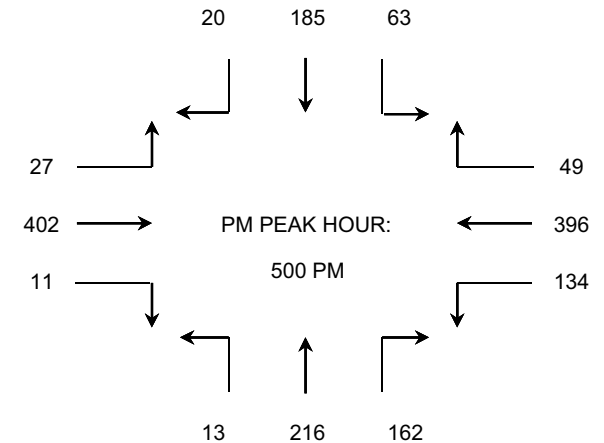
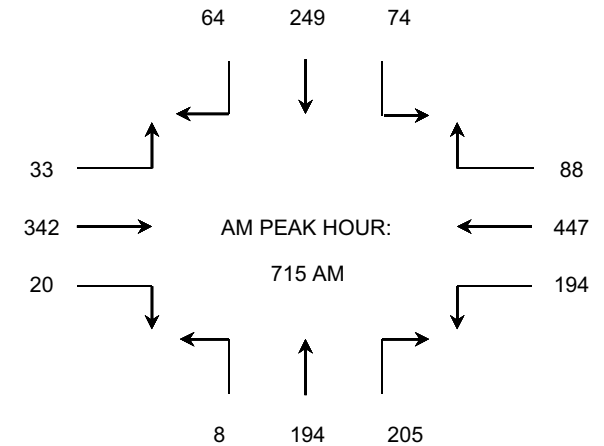
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	175	441	68	26	306	17	12	190	176	79	210	61	1,761
7:15 - 8:15	194	447	88	33	342	20	8	194	205	74	249	64	1,918 *
7:30 - 8:30	192	444	80	31	366	21	8	173	182	63	255	59	1,874
7:45 - 8:45	169	384	77	27	363	17	8	129	159	55	211	46	1,645
8:00 - 9:00	112	306	70	21	350	10	5	108	118	49	175	33	1,357

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	10	47	4	9	44	2	5	26	25	10	23	1	206
4:15 - 4:30	21	89	9	3	72	8	2	39	39	9	39	9	339
4:30 - 4:45	30	96	18	6	87	5	2	49	35	43	51	6	428
4:45 - 5:00	23	78	13	7	82	4	5	44	39	17	40	4	356
5:00 - 5:15	32	92	9	10	101	3	4	53	30	27	53	8	422
5:15 - 5:30	43	103	18	7	114	1	0	53	39	15	46	1	440
5:30 - 5:45	26	90	9	1	99	2	5	58	49	12	44	8	403
5:45 - 6:00	33	111	13	9	88	5	4	52	44	9	42	3	413

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	84	310	44	25	285	19	14	158	138	79	153	20	1,329
4:15 - 5:15	106	355	49	26	342	20	13	185	143	96	183	27	1,545
4:30 - 5:30	128	369	58	30	384	13	11	199	143	102	190	19	1,646
4:45 - 5:45	124	363	49	25	396	10	14	208	157	71	183	21	1,621
5:00 - 6:00	134	396	49	27	402	11	13	216	162	63	185	20	1,678 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Parthenia St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-018



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	68	143	50	20	117	18	4	125	40	15	204	2	806
7:15 - 7:30	71	150	53	27	128	19	6	129	42	17	208	4	854
7:30 - 7:45	84	172	56	18	133	23	7	160	30	14	219	2	918
7:45 - 8:00	68	182	78	12	129	34	6	153	38	20	214	3	937
8:00 - 8:15	77	137	65	9	107	19	8	143	55	13	156	7	796
8:15 - 8:30	92	100	45	4	96	12	5	127	44	10	181	3	719
8:30 - 8:45	83	99	38	5	91	16	2	116	39	17	187	4	697
8:45 - 9:00	78	89	24	4	87	13	8	114	38	18	182	1	656

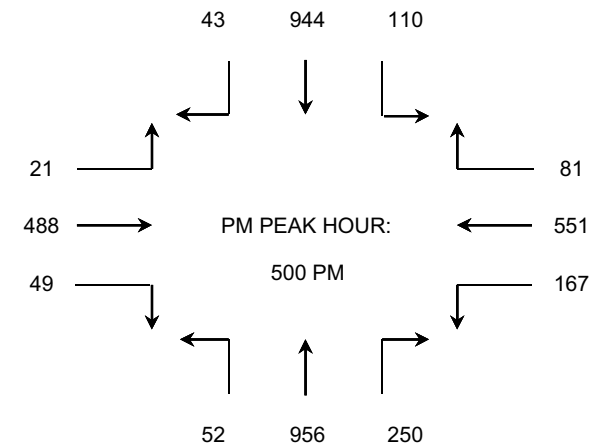
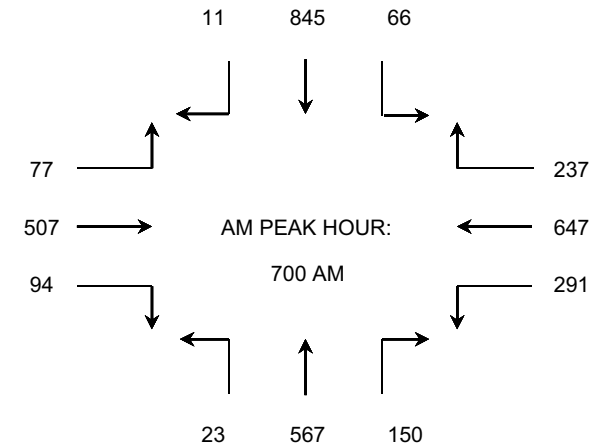
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	291	647	237	77	507	94	23	567	150	66	845	11	3,515 *
7:15 - 8:15	300	641	252	66	497	95	27	585	165	64	797	16	3,505
7:30 - 8:30	321	591	244	43	465	88	26	583	167	57	770	15	3,370
7:45 - 8:45	320	518	226	30	423	81	21	539	176	60	738	17	3,149
8:00 - 9:00	330	425	172	22	381	60	23	500	176	58	706	15	2,868

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	28	79	18	6	112	10	10	194	49	28	201	8	743
4:15 - 4:30	30	81	20	9	125	13	12	212	51	29	216	7	805
4:30 - 4:45	32	85	23	10	132	15	15	227	53	31	212	11	846
4:45 - 5:00	34	97	28	7	116	18	17	236	54	34	218	12	871
5:00 - 5:15	38	130	28	4	136	20	18	226	61	35	224	15	935
5:15 - 5:30	38	144	16	5	131	11	10	271	63	28	236	10	963
5:30 - 5:45	46	133	14	6	116	11	12	246	64	28	245	5	926
5:45 - 6:00	45	144	23	6	105	7	12	213	62	19	239	13	888

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	124	342	89	32	485	56	54	869	207	122	847	38	3,265
4:15 - 5:15	134	393	99	30	509	66	62	901	219	129	870	45	3,457
4:30 - 5:30	142	456	95	26	515	64	60	960	231	128	890	48	3,615
4:45 - 5:45	156	504	86	22	499	60	57	979	242	125	923	42	3,695
5:00 - 6:00	167	551	81	21	488	49	52	956	250	110	944	43	3,712 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Parthenia St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-019



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	11	129	7	17	130	9	5	197	7	22	302	22	858
7:15 - 7:30	19	162	11	20	137	17	4	202	8	17	315	25	937
7:30 - 7:45	21	250	55	11	164	5	10	209	14	83	306	16	1,144
7:45 - 8:00	20	349	29	15	195	12	10	289	27	42	443	23	1,454
8:00 - 8:15	17	304	20	18	172	5	11	295	19	40	376	26	1,303
8:15 - 8:30	18	251	13	17	128	3	5	288	17	34	287	29	1,090
8:30 - 8:45	36	203	8	49	90	3	11	288	6	27	347	14	1,082
8:45 - 9:00	39	198	8	46	94	13	7	244	8	23	273	14	967

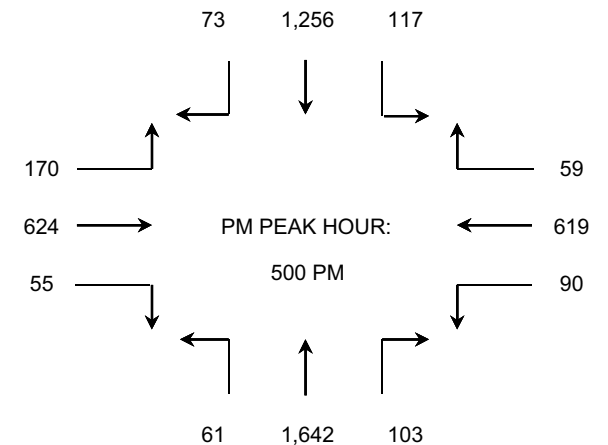
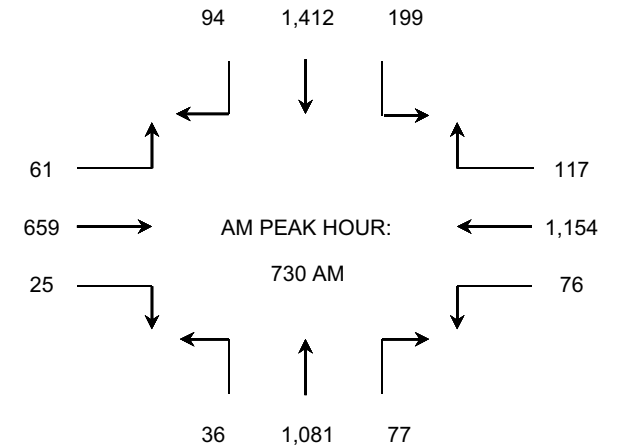
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	71	890	102	63	626	43	29	897	56	164	1,366	86	4,393
7:15 - 8:15	77	1,065	115	64	668	39	35	995	68	182	1,440	90	4,838
7:30 - 8:30	76	1,154	117	61	659	25	36	1,081	77	199	1,412	94	4,991 *
7:45 - 8:45	91	1,107	70	99	585	23	37	1,160	69	143	1,453	92	4,929
8:00 - 9:00	110	956	49	130	484	24	34	1,115	50	124	1,283	83	4,442

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	14	134	13	42	159	8	13	390	21	34	232	16	1,076
4:15 - 4:30	16	122	20	34	120	13	13	295	40	24	210	22	929
4:30 - 4:45	24	142	18	41	151	19	7	378	34	44	241	19	1,118
4:45 - 5:00	15	96	14	44	159	16	18	320	36	36	319	15	1,088
5:00 - 5:15	18	145	13	50	165	17	16	384	32	34	356	13	1,243
5:15 - 5:30	30	170	20	56	140	10	9	481	23	30	374	17	1,360
5:30 - 5:45	22	150	12	30	159	14	22	344	19	24	250	17	1,063
5:45 - 6:00	20	154	14	34	160	14	14	433	29	29	276	26	1,203

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	69	494	65	161	589	56	51	1,383	131	138	1,002	72	4,211
4:15 - 5:15	73	505	65	169	595	65	54	1,377	142	138	1,126	69	4,378
4:30 - 5:30	87	553	65	191	615	62	50	1,563	125	144	1,290	64	4,809
4:45 - 5:45	85	561	59	180	623	57	65	1,529	110	124	1,299	62	4,754
5:00 - 6:00	90	619	59	170	624	55	61	1,642	103	117	1,256	73	4,869 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Roscoe Blvd

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-020



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	16	133	5	20	124	15	5	16	23	11	29	4	401
7:15 - 7:30	18	186	6	16	198	8	8	37	33	16	43	22	591
7:30 - 7:45	19	255	5	31	206	11	11	40	24	17	65	41	725
7:45 - 8:00	26	243	12	29	253	18	9	42	27	21	82	38	800
8:00 - 8:15	22	240	10	25	238	16	4	33	25	17	78	26	734
8:15 - 8:30	29	233	13	26	217	11	7	19	24	14	61	25	679
8:30 - 8:45	20	206	7	22	196	17	6	12	15	12	43	11	567
8:45 - 9:00	17	188	5	14	170	5	5	11	14	12	41	10	492

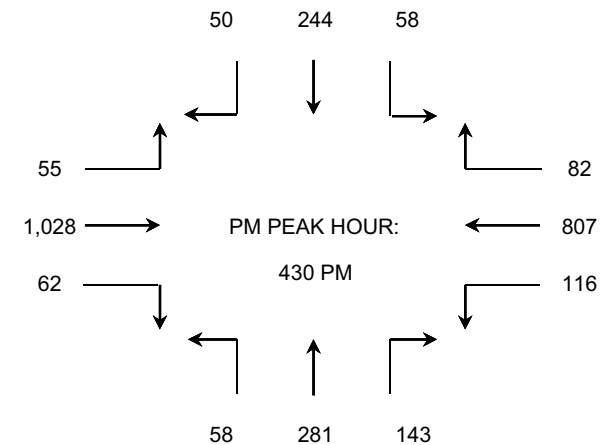
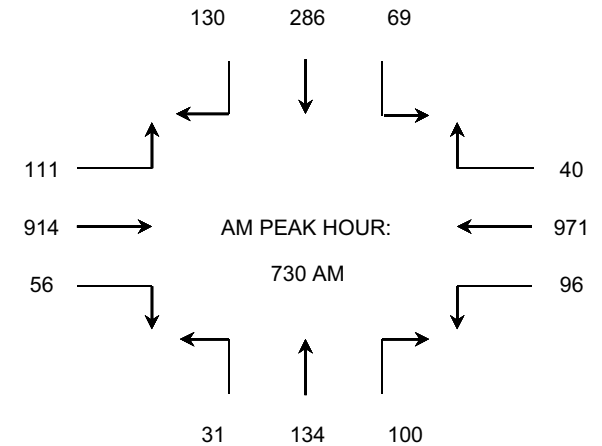
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	79	817	28	96	781	52	33	135	107	65	219	105	2,517
7:15 - 8:15	85	924	33	101	895	53	32	152	109	71	268	127	2,850
7:30 - 8:30	96	971	40	111	914	56	31	134	100	69	286	130	2,938 *
7:45 - 8:45	97	922	42	102	904	62	26	106	91	64	264	100	2,780
8:00 - 9:00	88	867	35	87	821	49	22	75	78	55	223	72	2,472

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	19	151	11	10	203	10	6	45	19	10	33	7	524
4:15 - 4:30	17	156	10	12	212	9	8	46	17	8	42	8	545
4:30 - 4:45	26	193	17	18	260	12	19	61	25	14	64	9	718
4:45 - 5:00	25	204	23	11	249	17	16	74	37	19	58	14	747
5:00 - 5:15	40	212	19	12	268	18	12	72	35	13	65	14	780
5:15 - 5:30	25	198	23	14	251	15	11	74	46	12	57	13	739
5:30 - 5:45	21	196	20	11	239	14	10	70	43	14	60	13	711
5:45 - 6:00	19	193	17	11	233	12	13	67	39	14	55	11	684

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	87	704	61	51	924	48	49	226	98	51	197	38	2,534
4:15 - 5:15	108	765	69	53	989	56	55	253	114	54	229	45	2,790
4:30 - 5:30	116	807	82	55	1,028	62	58	281	143	58	244	50	2,984 *
4:45 - 5:45	111	810	85	48	1,007	64	49	290	161	58	240	54	2,977
5:00 - 6:00	105	799	79	48	991	59	46	283	163	53	237	51	2,914



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Roscoe Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-021



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	33	178	14	15	173	11	17	102	21	9	120	26	719
7:15 - 7:30	29	192	20	32	194	17	16	126	18	13	255	10	922
7:30 - 7:45	46	268	25	30	213	18	20	176	18	18	297	24	1,153
7:45 - 8:00	23	211	24	34	260	8	16	154	21	17	301	19	1,088
8:00 - 8:15	31	261	33	32	217	9	20	147	25	19	235	15	1,044
8:15 - 8:30	34	226	20	33	211	6	19	143	20	11	280	26	1,029
8:30 - 8:45	31	166	15	31	148	9	22	134	17	16	272	23	884
8:45 - 9:00	25	143	21	25	177	9	31	155	16	7	242	14	865

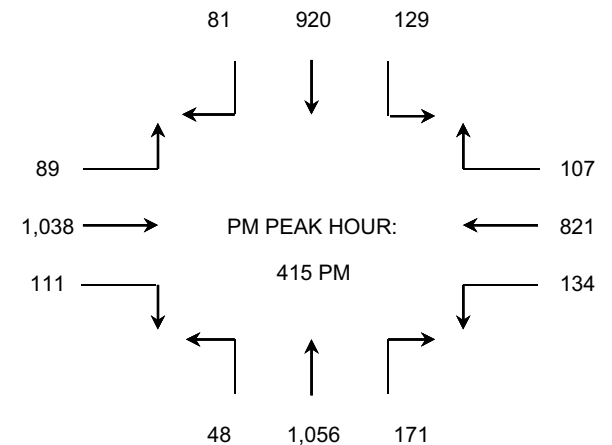
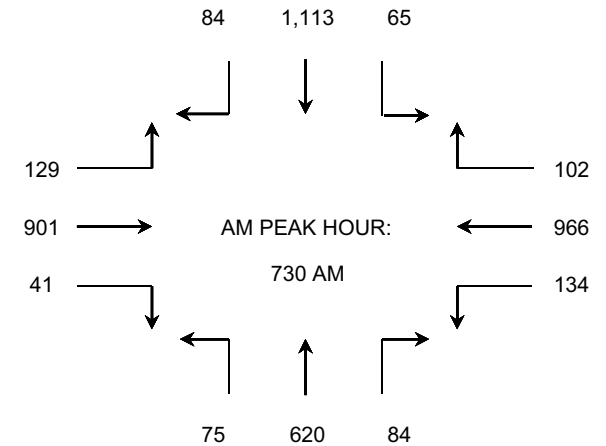
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	131	849	83	111	840	54	69	558	78	57	973	79	3,882
7:15 - 8:15	129	932	102	128	884	52	72	603	82	67	1,088	68	4,207
7:30 - 8:30	134	966	102	129	901	41	75	620	84	65	1,113	84	4,314 *
7:45 - 8:45	119	864	92	130	836	32	77	578	83	63	1,088	83	4,045
8:00 - 9:00	121	796	89	121	753	33	92	579	78	53	1,029	78	3,822

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	40	220	24	17	265	18	17	224	36	29	223	16	1,129
4:15 - 4:30	36	192	33	19	254	35	10	272	47	35	252	18	1,203
4:30 - 4:45	39	220	28	26	304	34	12	246	40	33	242	19	1,243
4:45 - 5:00	25	189	20	21	248	25	12	298	46	30	198	12	1,124
5:00 - 5:15	34	220	26	23	232	17	14	240	38	31	228	32	1,135
5:15 - 5:30	31	155	14	22	227	25	15	244	37	29	219	12	1,030
5:30 - 5:45	28	171	27	15	236	18	10	242	38	16	201	18	1,020
5:45 - 6:00	39	185	16	18	167	12	18	304	37	18	189	15	1,018

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	140	821	105	83	1,071	112	51	1,040	169	127	915	65	4,699
4:15 - 5:15	134	821	107	89	1,038	111	48	1,056	171	129	920	81	4,705 *
4:30 - 5:30	129	784	88	92	1,011	101	53	1,028	161	123	887	75	4,532
4:45 - 5:45	118	735	87	81	943	85	51	1,024	159	106	846	74	4,309
5:00 - 6:00	132	731	83	78	862	72	57	1,030	150	94	837	77	4,203



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Roscoe Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/18/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-022



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	22	126	7	51	123	6	7	243	13	8	261	34	901
7:15 - 7:30	26	176	8	58	138	9	11	260	12	14	297	33	1,042
7:30 - 7:45	35	204	9	105	160	6	22	221	12	30	308	56	1,168
7:45 - 8:00	23	215	7	63	106	2	6	130	8	10	272	13	855
8:00 - 8:15	22	240	15	85	126	2	12	197	6	14	391	44	1,154
8:15 - 8:30	21	184	10	73	169	3	13	185	3	20	292	24	997
8:30 - 8:45	19	204	11	46	184	7	12	133	1	6	323	25	971
8:45 - 9:00	17	196	29	35	168	1	10	129	10	15	289	41	940

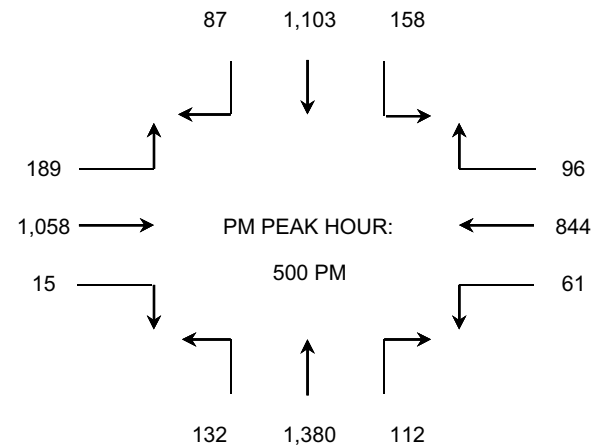
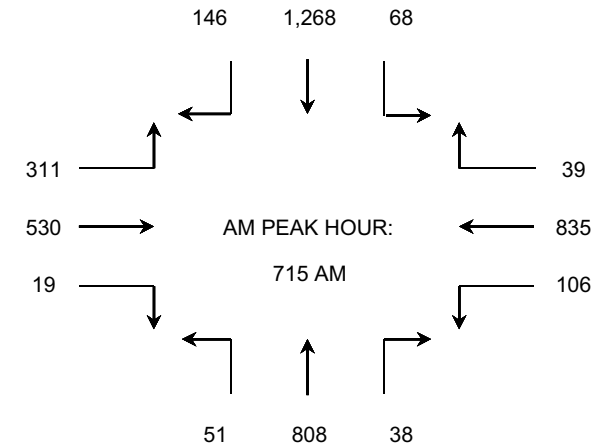
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	106	721	31	277	527	23	46	854	45	62	1,138	136	3,966
7:15 - 8:15	106	835	39	311	530	19	51	808	38	68	1,268	146	4,219 *
7:30 - 8:30	101	843	41	326	561	13	53	733	29	74	1,263	137	4,174
7:45 - 8:45	85	843	43	267	585	14	43	645	18	50	1,278	106	3,977
8:00 - 9:00	79	824	65	239	647	13	47	644	20	55	1,295	134	4,062

PERIOD: PM Peak Hour

DATE: THURSDAY 10/18/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	16	185	10	62	168	12	22	300	19	37	208	13	1,052
4:15 - 4:30	17	193	13	88	206	5	30	353	35	12	244	29	1,225
4:30 - 4:45	21	151	16	54	237	3	29	359	24	17	243	27	1,181
4:45 - 5:00	27	167	24	59	265	8	43	339	33	18	265	43	1,291
5:00 - 5:15	23	156	13	56	257	6	44	346	30	22	263	32	1,248
5:15 - 5:30	12	210	24	57	277	1	27	316	27	64	273	19	1,307
5:30 - 5:45	11	221	31	30	257	3	32	365	24	31	281	15	1,301
5:45 - 6:00	15	257	28	46	267	5	29	353	31	41	286	21	1,379

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	81	696	63	263	876	28	124	1,351	111	84	960	112	4,749
4:15 - 5:15	88	667	66	257	965	22	146	1,397	122	69	1,015	131	4,945
4:30 - 5:30	83	684	77	226	1,036	18	143	1,360	114	121	1,044	121	5,027
4:45 - 5:45	73	754	92	202	1,056	18	146	1,366	114	135	1,082	109	5,147
5:00 - 6:00	61	844	96	189	1,058	15	132	1,380	112	158	1,103	87	5,235 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Saticoy St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-023



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	32	273	10	3	240	6	6	21	8	13	55	8	675
7:15 - 7:30	38	279	16	10	231	7	6	14	13	10	71	15	710
7:30 - 7:45	48	322	20	15	228	15	12	38	5	15	88	18	824
7:45 - 8:00	34	255	21	15	276	14	12	41	15	14	122	10	829
8:00 - 8:15	41	236	15	11	296	9	8	33	18	10	75	12	764
8:15 - 8:30	44	248	9	6	261	9	9	33	12	14	70	6	721
8:30 - 8:45	34	244	14	9	169	10	7	13	13	6	68	6	593
8:45 - 9:00	36	214	14	11	185	7	8	17	7	7	69	7	582

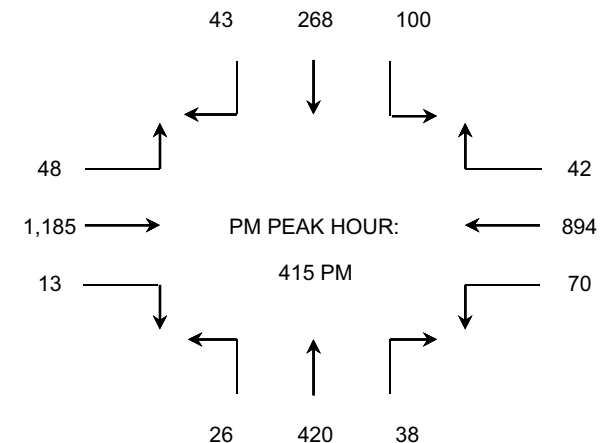
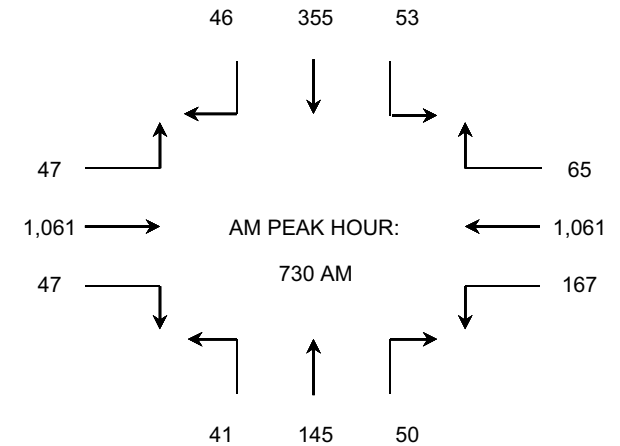
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	152	1,129	67	43	975	42	36	114	41	52	336	51	3,038
7:15 - 8:15	161	1,092	72	51	1,031	45	38	126	51	49	356	55	3,127
7:30 - 8:30	167	1,061	65	47	1,061	47	41	145	50	53	355	46	3,138 *
7:45 - 8:45	153	983	59	41	1,002	42	36	120	58	44	335	34	2,907
8:00 - 9:00	155	942	52	37	911	35	32	96	50	37	282	31	2,660

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	7	181	8	10	256	1	7	61	9	24	58	2	624
4:15 - 4:30	17	238	10	17	321	4	7	134	13	35	95	12	903
4:30 - 4:45	14	183	13	8	329	3	5	74	11	23	31	11	705
4:45 - 5:00	23	236	11	8	264	2	9	89	5	22	78	8	755
5:00 - 5:15	16	237	8	15	271	4	5	123	9	20	64	12	784
5:15 - 5:30	21	211	13	10	237	5	11	82	6	38	48	16	698
5:30 - 5:45	20	198	11	18	296	2	13	103	9	39	51	11	771
5:45 - 6:00	24	256	9	8	338	2	8	113	9	22	56	5	850

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	61	838	42	43	1,170	10	28	358	38	104	262	33	2,987
4:15 - 5:15	70	894	42	48	1,185	13	26	420	38	100	268	43	3,147 *
4:30 - 5:30	74	867	45	41	1,101	14	30	368	31	103	221	47	2,942
4:45 - 5:45	80	882	43	51	1,068	13	38	397	29	119	241	47	3,008
5:00 - 6:00	81	902	41	51	1,142	13	37	421	33	119	219	44	3,103



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Saticoy St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/18/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-024



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	23	222	21	16	160	39	18	106	25	20	183	22	855
7:15 - 7:30	28	261	34	16	209	65	34	171	31	34	294	25	1,202
7:30 - 7:45	34	312	40	30	241	60	30	167	16	31	256	23	1,240
7:45 - 8:00	42	235	31	40	183	23	13	160	23	25	282	10	1,067
8:00 - 8:15	35	277	39	22	253	26	27	151	13	20	268	16	1,147
8:15 - 8:30	34	278	44	20	281	16	18	148	35	26	275	22	1,197
8:30 - 8:45	29	321	49	15	199	23	21	162	29	32	242	17	1,139
8:45 - 9:00	28	252	44	16	171	28	31	172	33	32	213	18	1,038

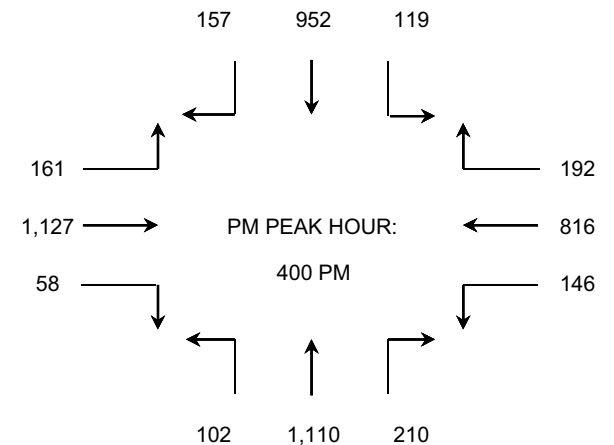
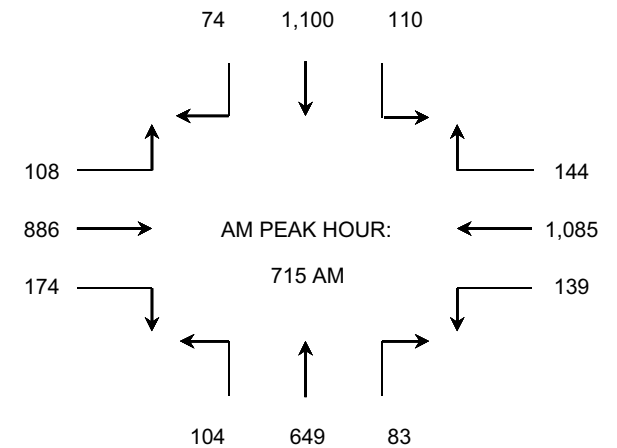
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	127	1,030	126	102	793	187	95	604	95	110	1,015	80	4,364
7:15 - 8:15	139	1,085	144	108	886	174	104	649	83	110	1,100	74	4,656 *
7:30 - 8:30	145	1,102	154	112	958	125	88	626	87	102	1,081	71	4,651
7:45 - 8:45	140	1,111	163	97	916	88	79	621	100	103	1,067	65	4,550
8:00 - 9:00	126	1,128	176	73	904	93	97	633	110	110	998	73	4,521

PERIOD: PM Peak Hour

DATE: THURSDAY 10/18/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	34	189	46	48	298	12	17	280	48	27	224	37	1,260
4:15 - 4:30	36	228	50	35	236	16	25	265	52	33	248	47	1,271
4:30 - 4:45	37	204	36	37	308	11	23	303	69	32	226	34	1,320
4:45 - 5:00	39	195	60	41	285	19	37	262	41	27	254	39	1,299
5:00 - 5:15	27	188	27	34	271	11	18	250	35	31	208	38	1,138
5:15 - 5:30	27	149	48	31	229	14	20	254	29	25	217	32	1,075
5:30 - 5:45	33	169	31	33	241	10	21	232	37	21	230	19	1,077
5:45 - 6:00	22	177	33	29	254	23	29	196	34	25	224	23	1,069

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	146	816	192	161	1,127	58	102	1,110	210	119	952	157	5,150 *
4:15 - 5:15	139	815	173	147	1,100	57	103	1,080	197	123	936	158	5,028
4:30 - 5:30	130	736	171	143	1,093	55	98	1,069	174	115	905	143	4,832
4:45 - 5:45	126	701	166	139	1,026	54	96	998	142	104	909	128	4,589
5:00 - 6:00	109	683	139	127	995	58	88	932	135	102	879	112	4,359



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Saticoy St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/18/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-025



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	26	245	18	26	122	11	28	100	15	19	178	20	808
7:15 - 7:30	43	261	29	35	231	17	25	161	31	18	260	26	1,137
7:30 - 7:45	40	315	12	30	234	18	25	163	43	28	292	32	1,232
7:45 - 8:00	32	323	18	37	249	20	25	188	33	23	334	44	1,326
8:00 - 8:15	39	338	17	33	245	29	31	193	31	20	302	47	1,325
8:15 - 8:30	51	309	17	31	209	27	39	199	36	23	338	31	1,310
8:30 - 8:45	50	241	25	20	201	22	21	137	28	24	240	45	1,054
8:45 - 9:00	43	282	29	30	213	27	31	139	37	32	209	31	1,103

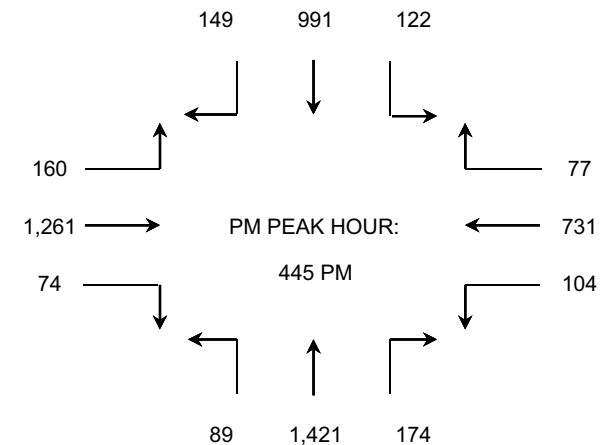
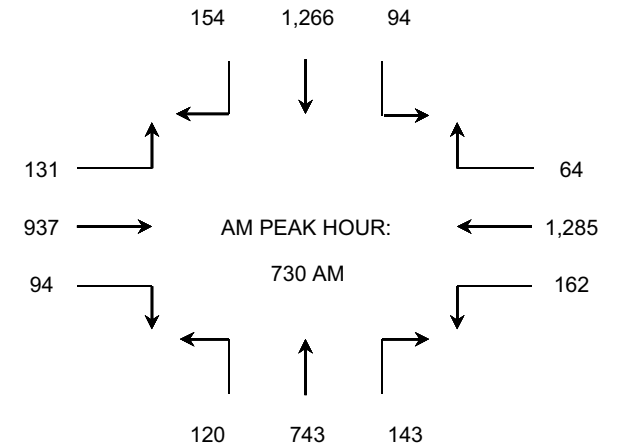
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	141	1,144	77	128	836	66	103	612	122	88	1,064	122	4,503
7:15 - 8:15	154	1,237	76	135	959	84	106	705	138	89	1,188	149	5,020
7:30 - 8:30	162	1,285	64	131	937	94	120	743	143	94	1,266	154	5,193 *
7:45 - 8:45	172	1,211	77	121	904	98	116	717	128	90	1,214	167	5,015
8:00 - 9:00	183	1,170	88	114	868	105	122	668	132	99	1,089	154	4,792

PERIOD: PM Peak Hour

DATE: THURSDAY 10/18/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	25	183	24	39	255	10	20	313	31	24	192	36	1,152
4:15 - 4:30	22	184	15	31	286	19	24	438	28	24	170	35	1,276
4:30 - 4:45	24	188	22	36	258	16	22	354	37	26	245	25	1,253
4:45 - 5:00	23	182	17	42	301	20	26	359	50	38	249	41	1,348
5:00 - 5:15	20	177	18	29	312	15	14	364	49	33	261	38	1,330
5:15 - 5:30	26	192	24	38	333	22	20	346	41	27	254	36	1,359
5:30 - 5:45	35	180	18	51	315	17	29	352	34	24	227	34	1,316
5:45 - 6:00	38	190	17	24	298	15	26	350	20	46	184	14	1,222

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	94	737	78	148	1,100	65	92	1,464	146	112	856	137	5,029
4:15 - 5:15	89	731	72	138	1,157	70	86	1,515	164	121	925	139	5,207
4:30 - 5:30	93	739	81	145	1,204	73	82	1,423	177	124	1,009	140	5,290
4:45 - 5:45	104	731	77	160	1,261	74	89	1,421	174	122	991	149	5,353 *
5:00 - 6:00	119	739	77	142	1,258	69	89	1,412	144	130	926	122	5,227



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Valerio St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/25/2007

Prepared by: National Data & Surveying Services
Project # 07-2502-001



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	13	41	15	7	11	2	5	121	6	11	253	5	490
7:15 - 7:30	19	53	19	11	21	4	8	136	3	9	367	7	657
7:30 - 7:45	29	62	28	7	26	6	5	165	3	16	344	3	694
7:45 - 8:00	30	71	34	10	19	7	10	223	5	11	308	9	737
8:00 - 8:15	13	26	21	6	15	6	9	204	9	15	293	6	623
8:15 - 8:30	11	17	16	5	9	5	9	192	8	7	282	3	564
8:30 - 8:45	9	13	18	4	11	3	7	214	6	2	294	7	588
8:45 - 9:00	7	11	12	4	6	3	5	197	3	3	246	7	504

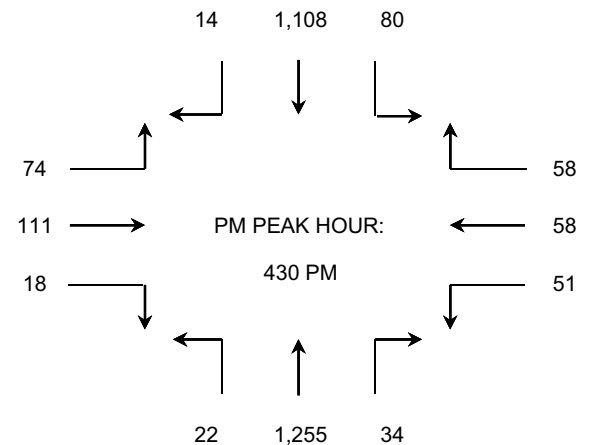
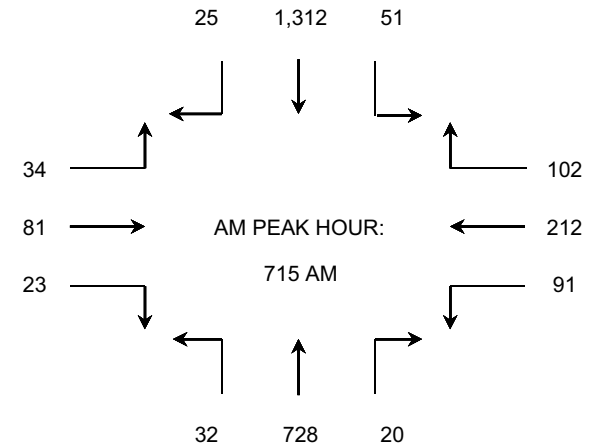
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	91	227	96	35	77	19	28	645	17	47	1,272	24	2,578
7:15 - 8:15	91	212	102	34	81	23	32	728	20	51	1,312	25	2,711 *
7:30 - 8:30	83	176	99	28	69	24	33	784	25	49	1,227	21	2,618
7:45 - 8:45	63	127	89	25	54	21	35	833	28	35	1,177	25	2,512
8:00 - 9:00	40	67	67	19	41	17	30	807	26	27	1,115	23	2,279

PERIOD: PM Peak Hour

DATE: THURSDAY 10/25/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	6	15	13	15	16	3	1	301	5	11	243	4	633
4:15 - 4:30	15	12	19	9	22	6	3	295	3	13	274	6	677
4:30 - 4:45	16	14	17	18	27	5	5	317	7	19	265	3	713
4:45 - 5:00	15	12	15	17	28	6	5	301	9	22	281	4	715
5:00 - 5:15	9	19	11	20	31	2	3	321	11	23	278	1	729
5:15 - 5:30	11	13	15	19	25	5	9	316	7	16	284	6	726
5:30 - 5:45	16	16	10	7	29	7	7	294	10	22	276	7	701
5:45 - 6:00	13	20	9	15	17	6	4	287	7	15	224	8	625

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	52	53	64	59	93	20	14	1,214	24	65	1,063	17	2,738
4:15 - 5:15	55	57	62	64	108	19	16	1,234	30	77	1,098	14	2,834
4:30 - 5:30	51	58	58	74	111	18	22	1,255	34	80	1,108	14	2,883 *
4:45 - 5:45	51	60	51	63	113	20	24	1,232	37	83	1,119	18	2,871
5:00 - 6:00	49	68	45	61	102	20	23	1,218	35	76	1,062	22	2,781



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Sherman Way

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-026



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	28	143	4	3	127	6	5	22	16	10	57	9	430
7:15 - 7:30	52	227	9	2	155	13	12	22	15	14	82	4	607
7:30 - 7:45	78	311	7	6	225	18	12	34	30	14	137	15	887
7:45 - 8:00	82	332	5	16	270	26	15	42	23	12	122	5	950
8:00 - 8:15	78	299	8	17	236	23	20	30	26	14	133	8	892
8:15 - 8:30	70	276	8	7	198	19	19	28	26	12	116	8	787
8:30 - 8:45	52	241	7	4	181	16	14	27	22	14	108	6	692
8:45 - 9:00	45	239	8	8	175	14	12	26	19	14	105	9	674

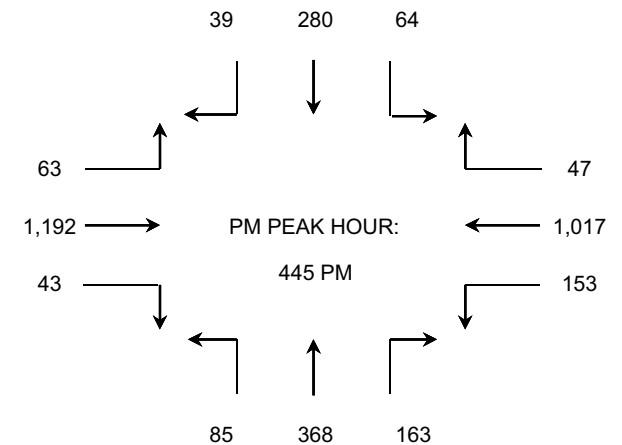
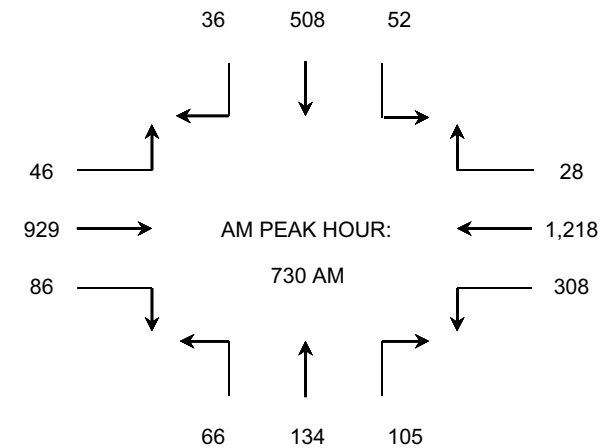
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	240	1,013	25	27	777	63	44	120	84	50	398	33	2,874
7:15 - 8:15	290	1,169	29	41	886	80	59	128	94	54	474	32	3,336
7:30 - 8:30	308	1,218	28	46	929	86	66	134	105	52	508	36	3,516 *
7:45 - 8:45	282	1,148	28	44	885	84	68	127	97	52	479	27	3,321
8:00 - 9:00	245	1,055	31	36	790	72	65	111	93	54	462	31	3,045

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	24	209	14	11	243	10	16	67	26	7	40	5	672
4:15 - 4:30	32	237	17	12	267	9	20	79	43	14	56	17	803
4:30 - 4:45	45	241	11	15	274	11	22	88	47	13	60	8	835
4:45 - 5:00	35	265	12	17	294	11	23	87	56	19	74	4	897
5:00 - 5:15	38	234	11	15	280	9	23	98	32	12	62	10	824
5:15 - 5:30	32	264	14	12	313	12	16	86	36	16	61	12	874
5:30 - 5:45	48	254	10	19	305	11	23	97	39	17	83	13	919
5:45 - 6:00	40	255	12	13	311	12	22	95	31	11	73	8	883

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	136	952	54	55	1,078	41	81	321	172	53	230	34	3,207
4:15 - 5:15	150	977	51	59	1,115	40	88	352	178	58	252	39	3,359
4:30 - 5:30	150	1,004	48	59	1,161	43	84	359	171	60	257	34	3,430
4:45 - 5:45	153	1,017	47	63	1,192	43	85	368	163	64	280	39	3,514 *
5:00 - 6:00	158	1,007	47	59	1,209	44	84	376	138	56	279	43	3,500



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Sherman Way

PERIOD: AM Peak Hour

DATE: TUESDAY 10/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-027



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	25	229	24	13	144	7	4	141	13	28	256	18	902
7:15 - 7:30	32	246	31	21	172	9	8	150	14	35	264	29	1,011
7:30 - 7:45	35	309	25	14	239	12	9	157	29	27	314	26	1,196
7:45 - 8:00	41	407	26	14	301	7	14	198	21	26	286	35	1,376
8:00 - 8:15	38	328	36	18	247	13	13	184	14	29	248	35	1,203
8:15 - 8:30	38	283	30	20	195	9	13	163	34	28	253	30	1,096
8:30 - 8:45	35	255	25	19	165	15	10	141	21	26	246	34	992
8:45 - 9:00	32	261	21	18	159	13	10	130	16	27	243	28	958

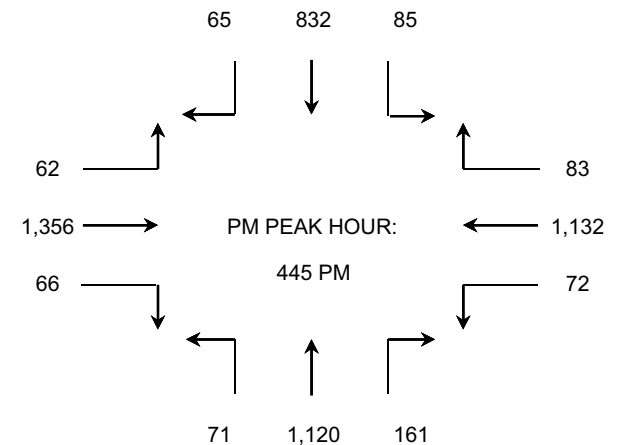
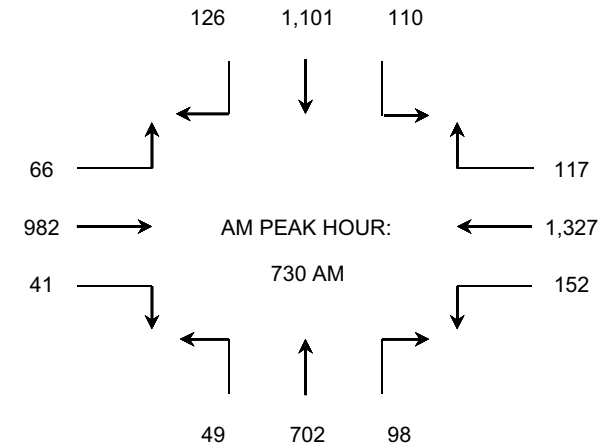
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	133	1,191	106	62	856	35	35	646	77	116	1,120	108	4,485
7:15 - 8:15	146	1,290	118	67	959	41	44	689	78	117	1,112	125	4,786
7:30 - 8:30	152	1,327	117	66	982	41	49	702	98	110	1,101	126	4,871 *
7:45 - 8:45	152	1,273	117	71	908	44	50	686	90	109	1,033	134	4,667
8:00 - 9:00	143	1,127	112	75	766	50	46	618	85	110	990	127	4,249

PERIOD: PM Peak Hour

DATE: TUESDAY 10/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	24	199	11	11	274	11	14	273	27	18	236	16	1,114
4:15 - 4:30	25	234	15	18	280	14	16	282	39	24	257	19	1,223
4:30 - 4:45	24	248	14	17	250	13	29	256	29	35	243	14	1,172
4:45 - 5:00	22	282	22	15	323	19	13	273	37	18	230	16	1,270
5:00 - 5:15	15	291	19	16	359	15	18	287	45	19	215	16	1,315
5:15 - 5:30	19	285	16	14	340	15	21	284	41	22	199	20	1,276
5:30 - 5:45	16	274	26	17	334	17	19	276	38	26	188	13	1,244
5:45 - 6:00	26	266	20	17	317	13	22	271	43	20	179	17	1,211

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	95	963	62	61	1,127	57	72	1,084	132	95	966	65	4,779
4:15 - 5:15	86	1,055	70	66	1,212	61	76	1,098	150	96	945	65	4,980
4:30 - 5:30	80	1,106	71	62	1,272	62	81	1,100	152	94	887	66	5,033
4:45 - 5:45	72	1,132	83	62	1,356	66	71	1,120	161	85	832	65	5,105 *
5:00 - 6:00	76	1,116	81	64	1,350	60	80	1,118	167	87	781	66	5,046



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Sherman Way

PERIOD: AM Peak Hour

DATE: TUESDAY 10/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-028



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	14	105	12	6	115	10	11	109	8	16	184	16	606
7:15 - 7:30	41	257	20	20	202	5	16	158	19	21	284	23	1,066
7:30 - 7:45	38	330	27	17	250	10	17	242	30	29	319	42	1,351
7:45 - 8:00	52	454	37	41	296	12	22	201	26	27	324	39	1,531
8:00 - 8:15	42	382	32	25	283	26	17	261	49	30	319	46	1,512
8:15 - 8:30	53	337	36	23	224	18	17	194	42	31	284	34	1,293
8:30 - 8:45	42	299	28	17	189	17	23	157	23	25	286	35	1,141
8:45 - 9:00	54	289	30	13	176	24	29	156	32	24	286	25	1,138

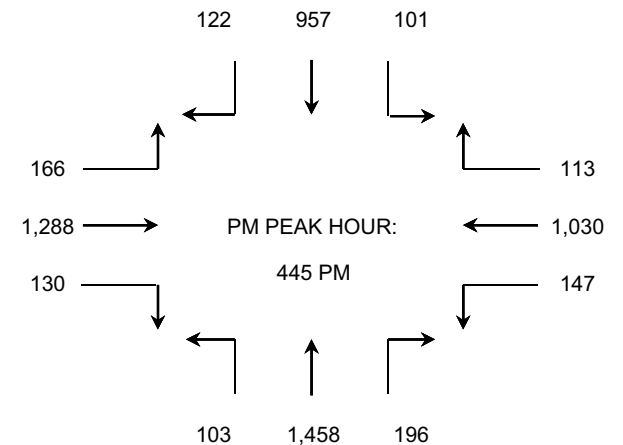
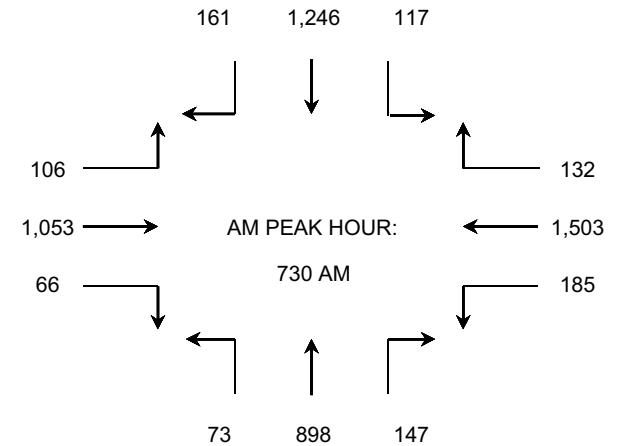
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	145	1,146	96	84	863	37	66	710	83	93	1,111	120	4,554
7:15 - 8:15	173	1,423	116	103	1,031	53	72	862	124	107	1,246	150	5,460
7:30 - 8:30	185	1,503	132	106	1,053	66	73	898	147	117	1,246	161	5,687 *
7:45 - 8:45	189	1,472	133	106	992	73	79	813	140	113	1,213	154	5,477
8:00 - 9:00	191	1,307	126	78	872	85	86	768	146	110	1,175	140	5,084

PERIOD: PM Peak Hour

DATE: TUESDAY 10/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	30	220	40	43	296	23	36	284	30	22	167	33	1,224
4:15 - 4:30	35	200	23	46	246	23	15	328	52	21	178	37	1,204
4:30 - 4:45	37	266	44	41	312	42	24	340	44	29	202	30	1,411
4:45 - 5:00	40	263	29	43	328	38	24	321	50	23	216	21	1,396
5:00 - 5:15	36	234	26	45	330	30	29	399	62	25	241	35	1,492
5:15 - 5:30	32	287	34	39	347	27	28	372	42	23	245	27	1,503
5:30 - 5:45	39	246	24	39	283	35	22	366	42	30	255	39	1,420
5:45 - 6:00	27	238	28	37	255	27	31	356	41	32	238	32	1,342

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	142	949	136	173	1,182	126	99	1,273	176	95	763	121	5,235
4:15 - 5:15	148	963	122	175	1,216	133	92	1,388	208	98	837	123	5,503
4:30 - 5:30	145	1,050	133	168	1,317	137	105	1,432	198	100	904	113	5,802
4:45 - 5:45	147	1,030	113	166	1,288	130	103	1,458	196	101	957	122	5,811 *
5:00 - 6:00	134	1,005	112	160	1,215	119	110	1,493	187	110	979	133	5,757



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Vanowen St

PERIOD: AM Peak Hour

DATE: TUESDAY 10/9/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-029



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	24	119	11	15	188	8	7	32	22	14	116	15	571
7:15 - 7:30	33	121	17	17	189	5	8	34	25	15	124	11	599
7:30 - 7:45	36	127	15	20	192	8	6	34	21	12	142	16	629
7:45 - 8:00	44	139	18	18	201	11	7	36	23	18	156	21	692
8:00 - 8:15	40	156	21	21	208	17	13	38	31	21	168	25	759
8:15 - 8:30	37	170	23	18	213	20	15	44	29	15	160	29	773
8:30 - 8:45	49	201	20	20	217	23	11	46	33	26	172	22	840
8:45 - 9:00	42	191	19	21	210	29	14	39	30	23	158	23	799

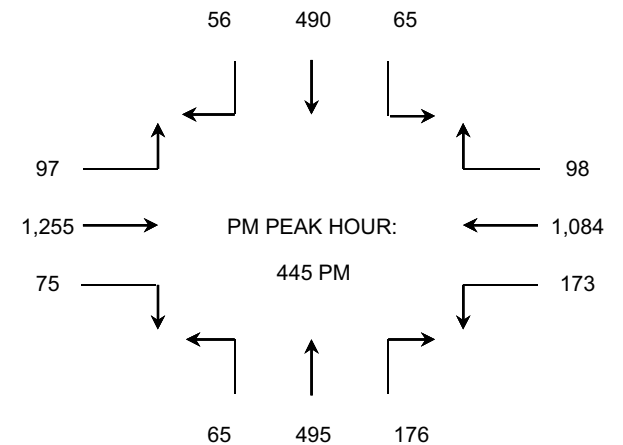
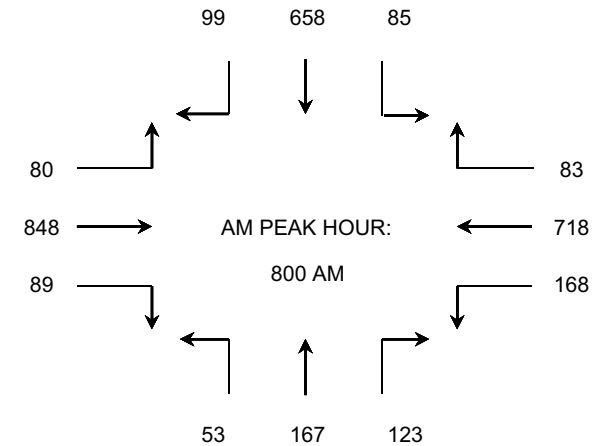
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	137	506	61	70	770	32	28	136	91	59	538	63	2,491
7:15 - 8:15	153	543	71	76	790	41	34	142	100	66	590	73	2,679
7:30 - 8:30	157	592	77	77	814	56	41	152	104	66	626	91	2,853
7:45 - 8:45	170	666	82	77	839	71	46	164	116	80	656	97	3,064
8:00 - 9:00	168	718	83	80	848	89	53	167	123	85	658	99	3,171 *

PERIOD: PM Peak Hour

DATE: TUESDAY 10/9/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	31	178	15	16	234	11	17	109	38	8	79	14	750
4:15 - 4:30	32	225	27	30	291	17	15	103	52	9	87	10	898
4:30 - 4:45	53	199	15	22	254	19	12	112	38	10	107	17	858
4:45 - 5:00	39	230	18	20	329	20	14	117	35	16	106	14	958
5:00 - 5:15	50	276	28	29	320	22	20	154	56	14	114	17	1,100
5:15 - 5:30	31	270	26	28	342	20	18	125	40	15	167	15	1,097
5:30 - 5:45	53	308	26	20	264	13	13	99	45	20	103	10	974
5:45 - 6:00	45	285	20	20	253	11	15	92	42	12	104	8	907

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	155	832	75	88	1,108	67	58	441	163	43	379	55	3,464
4:15 - 5:15	174	930	88	101	1,194	78	61	486	181	49	414	58	3,814
4:30 - 5:30	173	975	87	99	1,245	81	64	508	169	55	494	63	4,013
4:45 - 5:45	173	1,084	98	97	1,255	75	65	495	176	65	490	56	4,129 *
5:00 - 6:00	179	1,139	100	97	1,179	66	66	470	183	61	488	50	4,078



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Victory Blvd

PERIOD: AM Peak Hour

DATE: TUESDAY 10/9/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-030



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	47	129	12	12	194	6	0	42	15	14	87	13	571
7:15 - 7:30	35	144	9	12	266	18	6	35	7	28	174	14	748
7:30 - 7:45	53	224	19	6	297	18	6	36	9	29	148	21	866
7:45 - 8:00	48	173	19	13	277	22	12	62	16	54	232	25	953
8:00 - 8:15	61	195	21	3	298	28	6	33	18	34	175	17	889
8:15 - 8:30	54	178	21	4	237	32	8	59	14	24	155	11	797
8:30 - 8:45	48	218	24	12	233	22	8	44	18	13	116	9	765
8:45 - 9:00	58	200	26	16	200	22	13	67	6	18	93	12	731

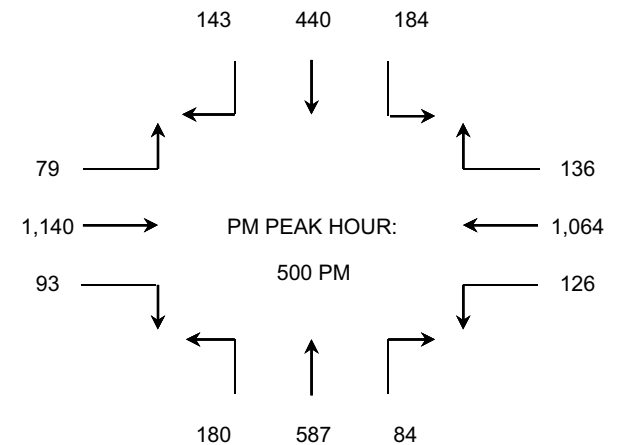
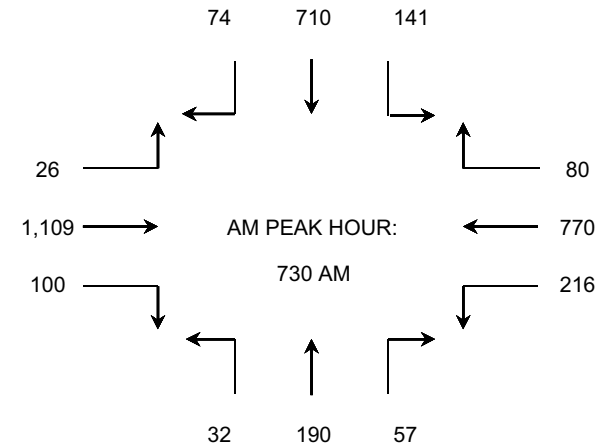
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	183	670	59	43	1,034	64	24	175	47	125	641	73	3,138
7:15 - 8:15	197	736	68	34	1,138	86	30	166	50	145	729	77	3,456
7:30 - 8:30	216	770	80	26	1,109	100	32	190	57	141	710	74	3,505 *
7:45 - 8:45	211	764	85	32	1,045	104	34	198	66	125	678	62	3,404
8:00 - 9:00	221	791	92	35	968	104	35	203	56	89	539	49	3,182

PERIOD: PM Peak Hour

DATE: TUESDAY 10/9/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	29	176	24	19	180	16	46	125	30	34	84	19	782
4:15 - 4:30	33	267	30	18	289	23	32	96	29	41	96	29	983
4:30 - 4:45	17	215	30	17	292	31	41	133	38	35	103	18	970
4:45 - 5:00	39	278	24	18	262	26	40	119	33	47	85	23	994
5:00 - 5:15	31	251	31	26	297	27	39	179	29	44	103	34	1,091
5:15 - 5:30	38	313	41	17	267	25	59	155	19	43	111	35	1,123
5:30 - 5:45	29	252	31	19	249	20	43	153	13	50	108	39	1,006
5:45 - 6:00	28	248	33	17	327	21	39	100	23	47	118	35	1,036

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	118	936	108	72	1,023	96	159	473	130	157	368	89	3,729
4:15 - 5:15	120	1,011	115	79	1,140	107	152	527	129	167	387	104	4,038
4:30 - 5:30	125	1,057	126	78	1,118	109	179	586	119	169	402	110	4,178
4:45 - 5:45	137	1,094	127	80	1,075	98	181	606	94	184	407	131	4,214
5:00 - 6:00	126	1,064	136	79	1,140	93	180	587	84	184	440	143	4,256 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Variel Ave

E/W STREET: Victory Blvd

PERIOD: AM Peak Hour

DATE: TUESDAY 10/9/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-031



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	9	205	0	0	263	6	19	0	49	0	0	0	551
7:15 - 7:30	10	210	0	0	265	7	23	0	55	0	0	0	570
7:30 - 7:45	12	212	0	0	271	9	22	0	58	0	0	0	584
7:45 - 8:00	15	217	0	0	276	10	25	0	62	0	0	0	605
8:00 - 8:15	17	231	0	0	282	13	28	0	68	0	0	0	639
8:15 - 8:30	13	244	0	0	285	11	33	0	77	0	0	0	663
8:30 - 8:45	16	242	0	0	289	7	27	0	74	0	0	0	655
8:45 - 9:00	18	238	0	0	288	8	24	0	71	0	0	0	647

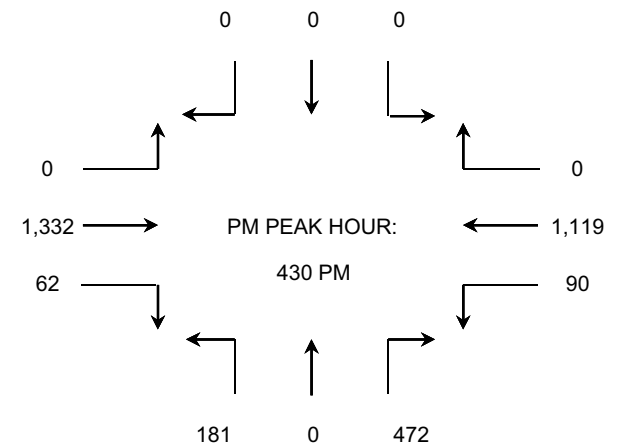
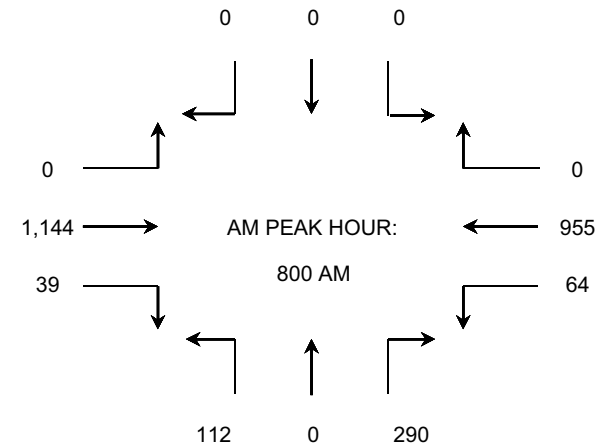
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	46	844	0	0	1,075	32	89	0	224	0	0	0	2,310
7:15 - 8:15	54	870	0	0	1,094	39	98	0	243	0	0	0	2,398
7:30 - 8:30	57	904	0	0	1,114	43	108	0	265	0	0	0	2,491
7:45 - 8:45	61	934	0	0	1,132	41	113	0	281	0	0	0	2,562
8:00 - 9:00	64	955	0	0	1,144	39	112	0	290	0	0	0	2,604 *

PERIOD: PM Peak Hour

DATE: TUESDAY 10/9/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	17	236	0	0	326	17	31	0	90	0	0	0	717
4:15 - 4:30	19	291	0	0	342	13	35	0	81	0	0	0	781
4:30 - 4:45	23	291	0	0	348	18	42	0	128	0	0	0	850
4:45 - 5:00	18	265	0	0	332	10	46	0	109	0	0	0	780
5:00 - 5:15	23	270	0	0	309	21	44	0	134	0	0	0	801
5:15 - 5:30	26	293	0	0	343	13	49	0	101	0	0	0	825
5:30 - 5:45	24	251	0	0	290	8	41	0	98	0	0	0	712
5:45 - 6:00	18	245	0	0	301	3	34	0	94	0	0	0	695

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	77	1,083	0	0	1,348	58	154	0	408	0	0	0	3,128
4:15 - 5:15	83	1,117	0	0	1,331	62	167	0	452	0	0	0	3,212
4:30 - 5:30	90	1,119	0	0	1,332	62	181	0	472	0	0	0	3,256 *
4:45 - 5:45	91	1,079	0	0	1,274	52	180	0	442	0	0	0	3,118
5:00 - 6:00	91	1,059	0	0	1,243	45	168	0	427	0	0	0	3,033



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Oxnard St

PERIOD: AM Peak Hour

DATE: TUESDAY 10/9/2007

Prepared by: National Data & Surveying Services
Project # 07-2473-032



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	15	14	8	8	76	20	2	11	10	13	153	16	346
7:15 - 7:30	12	52	14	6	72	22	15	32	11	14	168	28	446
7:30 - 7:45	28	65	15	11	147	27	10	36	12	13	177	19	560
7:45 - 8:00	33	98	10	16	181	45	8	42	17	25	202	23	700
8:00 - 8:15	46	99	17	15	162	37	3	42	13	29	197	18	678
8:15 - 8:30	47	76	17	24	123	49	5	56	18	14	198	22	649
8:30 - 8:45	44	98	17	26	131	41	6	47	12	22	152	17	613
8:45 - 9:00	45	75	22	15	114	70	13	46	13	19	159	28	619

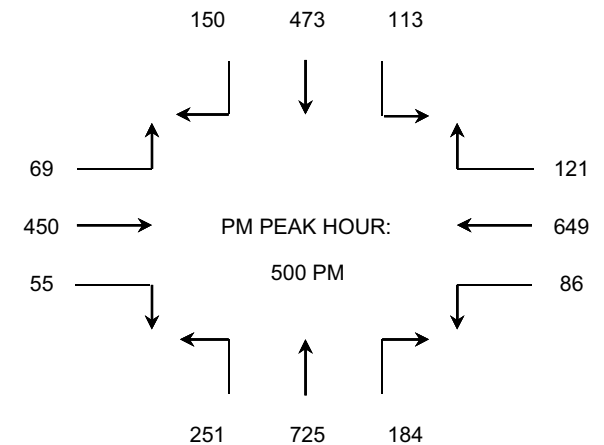
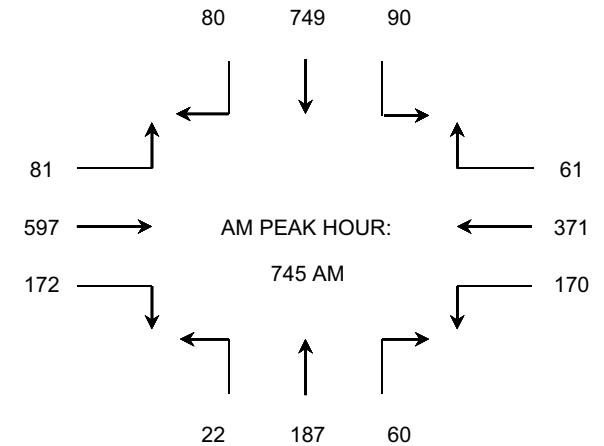
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	88	229	47	41	476	114	35	121	50	65	700	86	2,052
7:15 - 8:15	119	314	56	48	562	131	36	152	53	81	744	88	2,384
7:30 - 8:30	154	338	59	66	613	158	26	176	60	81	774	82	2,587
7:45 - 8:45	170	371	61	81	597	172	22	187	60	90	749	80	2,640 *
8:00 - 9:00	182	348	73	80	530	197	27	191	56	84	706	85	2,559

PERIOD: PM Peak Hour

DATE: TUESDAY 10/9/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	9	91	20	12	85	3	26	121	23	18	64	12	484
4:15 - 4:30	10	86	13	28	88	9	30	118	23	24	89	25	543
4:30 - 4:45	10	102	33	27	132	7	56	134	44	41	85	30	701
4:45 - 5:00	6	148	19	17	96	15	52	125	36	21	74	20	629
5:00 - 5:15	18	133	36	29	118	17	58	222	47	34	125	49	886
5:15 - 5:30	24	184	23	11	103	15	65	168	32	22	124	30	801
5:30 - 5:45	24	196	29	10	101	10	69	194	62	32	113	34	874
5:45 - 6:00	20	136	33	19	128	13	59	141	43	25	111	37	765

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	35	427	85	84	401	34	164	498	126	104	312	87	2,357
4:15 - 5:15	44	469	101	101	434	48	196	599	150	120	373	124	2,759
4:30 - 5:30	58	567	111	84	449	54	231	649	159	118	408	129	3,017
4:45 - 5:45	72	661	107	67	418	57	244	709	177	109	436	133	3,190
5:00 - 6:00	86	649	121	69	450	55	251	725	184	113	473	150	3,326 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Vanowen

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	39	140	14	8	139	35	7	125	12	17	172	10	718
7:15 - 7:30	44	183	35	12	194	26	9	164	13	15	227	12	934
7:30 - 7:45	50	190	36	9	202	29	9	181	14	18	235	7	980
7:45 - 8:00	38	201	30	14	212	20	8	169	15	15	240	12	974
8:00 - 8:15	47	218	36	13	176	23	11	160	14	16	228	14	956
8:15 - 8:30	53	201	32	12	169	18	8	170	13	22	215	17	930
8:30 - 8:45	56	230	36	14	196	10	10	204	13	24	262	17	1,072
8:45 - 9:00	38	195	29	12	178	16	9	185	18	19	211	19	929
9:00 - 9:15	32	150	25	19	150	13	9	167	22	16	195	17	815
9:15 - 9:30	27	144	20	18	145	14	11	162	25	13	191	14	784
9:30 - 9:45	41	116	26	14	116	9	18	192	21	15	190	9	767
9:45 - 10:00	33	147	25	11	143	13	25	238	22	25	128	15	825

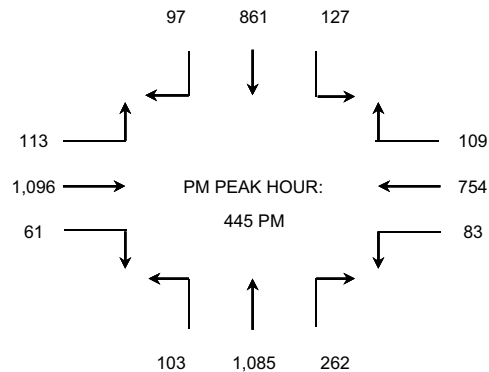
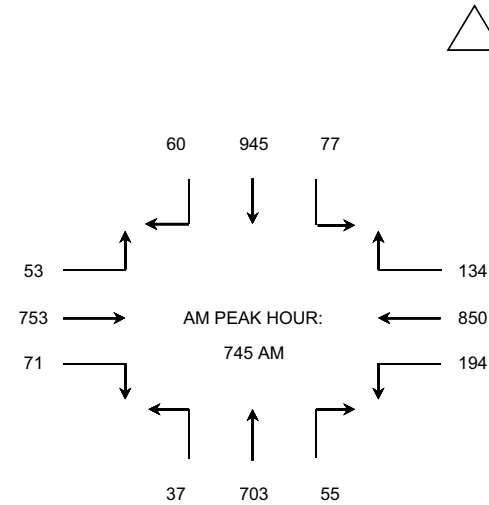
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	171	714	115	43	747	110	33	639	54	65	874	41	3,606
7:15 - 8:15	179	792	137	48	784	98	37	674	56	64	930	45	3,844
7:30 - 8:30	188	810	134	48	759	90	36	680	56	71	918	50	3,840
7:45 - 8:45	194	850	134	53	753	71	37	703	55	77	945	60	3,932 *
8:00 - 9:00	194	844	133	51	719	67	38	719	58	81	916	67	3,887
8:15 - 9:15	179	776	122	57	693	57	36	726	66	81	883	70	3,746
8:30 - 9:30	153	719	110	63	669	53	39	718	78	72	859	67	3,600
8:45 - 9:45	138	605	100	63	589	52	47	706	86	63	787	59	3,295
9:00 - 10:00	133	557	96	62	554	49	63	759	90	69	704	55	3,191

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	19	142	14	30	210	16	31	238	50	27	181	18	976
3:15 - 3:30	21	179	22	34	231	25	22	184	39	23	183	21	984
3:30 - 3:45	19	193	26	30	221	19	23	217	44	24	191	22	1,029
3:45 - 4:00	27	200	20	28	218	15	25	230	56	27	212	26	1,084
4:00 - 4:15	17	176	30	25	218	14	25	269	56	22	177	22	1,051
4:15 - 4:30	21	170	31	29	224	17	28	249	51	25	196	21	1,062
4:30 - 4:45	24	158	28	39	238	15	31	242	47	32	215	23	1,092
4:45 - 5:00	20	182	29	32	263	15	26	260	59	28	208	19	1,141
5:00 - 5:15	22	202	33	26	286	14	22	287	76	27	200	18	1,213
5:15 - 5:30	17	184	26	28	280	17	27	280	64	33	240	37	1,233
5:30 - 5:45	24	186	21	27	267	15	28	258	63	39	213	23	1,164
5:45 - 6:00	18	202	18	25	273	18	23	242	61	34	199	24	1,137

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	86	714	82	122	880	75	101	869	189	101	767	87	4,073
3:15 - 4:15	84	748	98	117	888	73	95	900	195	96	763	91	4,148
3:30 - 4:30	84	739	107	112	881	65	101	965	207	98	776	91	4,226
3:45 - 4:45	89	704	109	121	898	61	109	990	210	106	800	92	4,289
4:00 - 5:00	82	686	118	125	943	61	110	1,020	213	107	796	85	4,346
4:15 - 5:15	87	712	121	126	1,011	61	107	1,038	233	112	819	81	4,508
4:30 - 5:30	83	726	116	125	1,067	61	106	1,069	246	120	863	97	4,679
4:45 - 5:45	83	754	109	113	1,096	61	103	1,085	262	127	861	97	4,751 *
5:00 - 6:00	81	774	98	106	1,106	64	100	1,067	264	133	852	102	4,747



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Vanowen

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-014

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	25	120	38	25	132	20	12	158	16	24	236	33	839
7:15 - 7:30	33	167	21	20	124	19	8	202	12	25	319	35	985
7:30 - 7:45	59	233	32	17	197	23	12	227	22	29	431	65	1,347
7:45 - 8:00	46	289	35	20	245	7	12	266	32	35	342	44	1,373
8:00 - 8:15	46	248	26	24	260	19	12	261	28	28	289	38	1,279
8:15 - 8:30	61	213	37	17	230	4	11	158	29	35	366	40	1,201
8:30 - 8:45	45	271	29	21	177	19	12	173	18	29	329	28	1,151
8:45 - 9:00	61	223	27	25	154	14	13	185	18	15	327	63	1,125
9:00 - 9:15	36	171	18	33	148	6	17	180	23	28	304	46	1,010
9:15 - 9:30	25	137	23	25	134	22	15	166	12	32	221	33	845
9:30 - 9:45	28	153	25	22	136	20	11	174	15	23	224	28	859
9:45 - 10:00	32	157	17	29	112	14	9	163	14	26	222	33	828

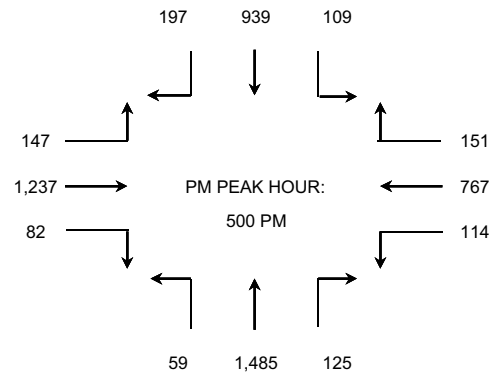
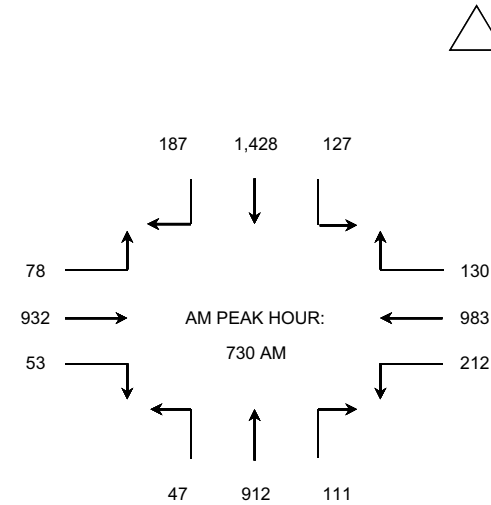
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	163	809	126	82	698	69	44	853	82	113	1,328	177	4,544
7:15 - 8:15	184	937	114	81	826	68	44	956	94	117	1,381	182	4,984
7:30 - 8:30	212	983	130	78	932	53	47	912	111	127	1,428	187	5,200 *
7:45 - 8:45	198	1,021	127	82	912	49	47	858	107	127	1,326	150	5,004
8:00 - 9:00	213	955	119	87	821	56	48	777	93	107	1,311	169	4,756
8:15 - 9:15	203	878	111	96	709	43	53	696	88	107	1,326	177	4,487
8:30 - 9:30	167	802	97	104	613	61	57	704	71	104	1,181	170	4,131
8:45 - 9:45	150	684	93	105	572	62	56	705	68	98	1,076	170	3,839
9:00 - 10:00	121	618	83	109	530	62	52	683	64	109	971	140	3,542

PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	28	134	39	22	150	16	12	214	24	16	153	30	838
3:15 - 3:30	21	204	32	45	270	22	15	436	25	26	247	43	1,386
3:30 - 3:45	22	248	33	33	301	17	16	476	38	25	224	31	1,464
3:45 - 4:00	21	185	26	45	274	13	8	421	31	21	225	43	1,313
4:00 - 4:15	20	154	31	44	256	19	11	349	29	28	217	39	1,197
4:15 - 4:30	28	149	38	37	241	54	9	298	32	34	194	37	1,151
4:30 - 4:45	27	179	28	43	233	15	14	334	28	25	215	25	1,166
4:45 - 5:00	28	192	31	32	267	17	8	364	28	17	248	36	1,268
5:00 - 5:15	32	168	33	39	335	19	14	368	25	33	226	47	1,339
5:15 - 5:30	27	191	44	40	349	21	8	360	33	14	235	39	1,361
5:30 - 5:45	18	202	43	33	261	21	21	391	31	32	235	51	1,339
5:45 - 6:00	37	206	31	35	292	21	16	366	36	30	243	60	1,373

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	92	771	130	145	995	68	51	1,547	118	88	849	147	5,001
3:15 - 4:15	84	791	122	167	1,101	71	50	1,682	123	100	913	156	5,360
3:30 - 4:30	91	736	128	159	1,072	103	44	1,544	130	108	860	150	5,125
3:45 - 4:45	96	667	123	169	1,004	101	42	1,402	120	108	851	144	4,827
4:00 - 5:00	103	674	128	156	997	105	42	1,345	117	104	874	137	4,782
4:15 - 5:15	115	688	130	151	1,076	105	45	1,364	113	109	883	145	4,924
4:30 - 5:30	114	730	136	154	1,184	72	44	1,426	114	89	924	147	5,134
4:45 - 5:45	105	753	151	144	1,212	78	51	1,483	117	96	944	173	5,307
5:00 - 6:00	114	767	151	147	1,237	82	59	1,485	125	109	939	197	5,412 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Victory

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	33	144	17	12	169	21	7	114	11	24	209	11	772
7:15 - 7:30	37	184	23	17	219	30	13	156	14	28	252	14	987
7:30 - 7:45	50	190	26	16	192	35	14	178	17	43	260	20	1,041
7:45 - 8:00	57	277	30	25	234	40	18	182	20	41	280	16	1,220
8:00 - 8:15	65	241	37	20	156	48	23	156	29	47	258	18	1,098
8:15 - 8:30	69	224	44	18	129	54	31	171	37	52	246	18	1,093
8:30 - 8:45	52	236	36	13	135	43	28	205	23	46	267	24	1,108
8:45 - 9:00	44	215	21	12	171	40	26	180	32	36	186	22	985
9:00 - 9:15	48	195	28	14	148	37	23	182	30	41	167	21	934
9:15 - 9:30	34	186	23	15	150	41	28	164	26	35	162	16	880
9:30 - 9:45	25	174	25	17	137	35	19	194	18	28	156	20	848
9:45 - 10:00	28	181	20	13	149	28	17	230	23	23	117	17	846

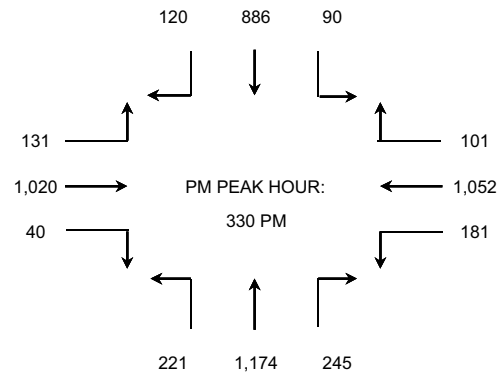
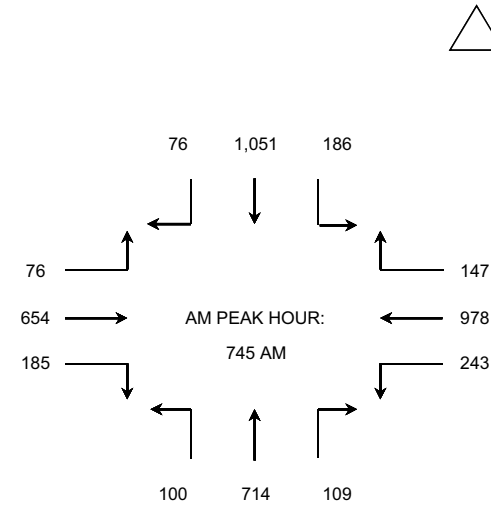
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	177	795	96	70	814	126	52	630	62	136	1,001	61	4,020
7:15 - 8:15	209	892	116	78	801	153	68	672	80	159	1,050	68	4,346
7:30 - 8:30	241	932	137	79	711	177	86	687	103	183	1,044	72	4,452
7:45 - 8:45	243	978	147	76	654	185	100	714	109	186	1,051	76	4,519 *
8:00 - 9:00	230	916	138	63	591	185	108	712	121	181	957	82	4,284
8:15 - 9:15	213	870	129	57	583	174	108	738	122	175	866	85	4,120
8:30 - 9:30	178	832	108	54	604	161	105	731	111	158	782	83	3,907
8:45 - 9:45	151	770	97	58	606	153	96	720	106	140	671	79	3,647
9:00 - 10:00	135	736	96	59	584	141	87	770	97	127	602	74	3,508

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	51	225	23	40	228	23	32	233	52	17	192	26	1,142
3:15 - 3:30	41	235	28	42	222	18	45	257	56	15	228	27	1,214
3:30 - 3:45	62	271	34	33	242	10	42	266	52	22	238	38	1,310
3:45 - 4:00	37	253	24	31	264	10	70	301	55	26	239	24	1,334
4:00 - 4:15	46	271	26	34	250	6	55	293	70	21	200	26	1,298
4:15 - 4:30	36	257	17	33	264	14	54	314	68	21	209	32	1,319
4:30 - 4:45	41	225	16	30	255	17	47	293	61	25	198	31	1,239
4:45 - 5:00	47	218	16	28	249	18	41	270	53	24	176	32	1,172
5:00 - 5:15	47	236	11	40	209	19	39	224	57	19	198	18	1,117
5:15 - 5:30	41	214	13	34	231	16	45	235	51	21	214	24	1,139
5:30 - 5:45	46	220	17	26	206	15	36	219	55	25	204	27	1,096
5:45 - 6:00	39	247	12	30	210	18	39	228	62	17	186	19	1,107

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	191	984	109	146	956	61	189	1,057	215	80	897	115	5,000
3:15 - 4:15	186	1,030	112	140	978	44	212	1,117	233	84	905	115	5,156
3:30 - 4:30	181	1,052	101	131	1,020	40	221	1,174	245	90	886	120	5,261 *
3:45 - 4:45	160	1,006	83	128	1,033	47	226	1,201	254	93	846	113	5,190
4:00 - 5:00	170	971	75	125	1,018	55	197	1,170	252	91	783	121	5,028
4:15 - 5:15	171	936	60	131	977	68	181	1,101	239	89	781	113	4,847
4:30 - 5:30	176	893	56	132	944	70	172	1,022	222	89	786	105	4,667
4:45 - 5:45	181	888	57	128	895	68	161	948	216	89	792	101	4,524
5:00 - 6:00	173	917	53	130	856	68	159	906	225	82	802	88	4,459



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Victory

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-015



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	111	255	44	15	115	6	5	174	10	15	316	38	1,104
7:15 - 7:30	118	283	14	24	190	10	16	170	50	11	365	43	1,294
7:30 - 7:45	119	331	16	15	233	14	13	229	43	33	353	35	1,434
7:45 - 8:00	125	348	21	17	268	8	19	276	54	31	385	42	1,594
8:00 - 8:15	123	317	27	17	229	14	24	196	15	20	364	52	1,398
8:15 - 8:30	128	332	18	20	253	11	11	183	48	15	344	43	1,406
8:30 - 8:45	123	276	15	21	159	4	11	131	24	13	351	47	1,175
8:45 - 9:00	117	282	17	25	164	12	7	170	35	15	319	44	1,207
9:00 - 9:15	76	239	18	11	146	16	23	156	38	8	218	30	979
9:15 - 9:30	73	217	14	30	211	9	19	150	37	11	252	39	1,062
9:30 - 9:45	82	213	27	21	178	14	20	157	20	19	243	26	1,020
9:45 - 10:00	65	222	13	22	152	16	30	230	19	15	205	29	1,018

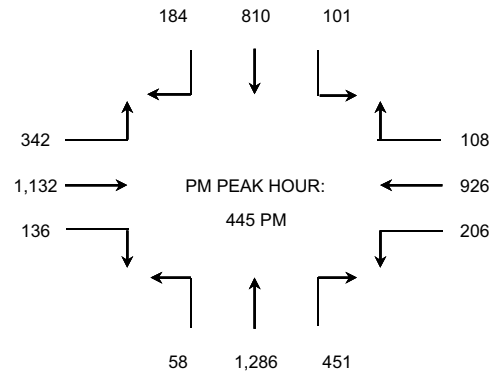
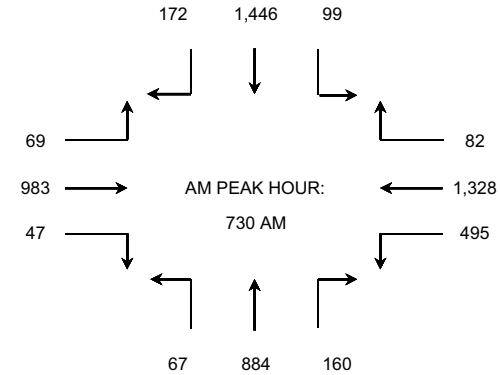
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	473	1,217	95	71	806	38	53	849	157	90	1,419	158	5,426
7:15 - 8:15	485	1,279	78	73	920	46	72	871	162	95	1,467	172	5,720
7:30 - 8:30	495	1,328	82	69	983	47	67	884	160	99	1,446	172	5,832 *
7:45 - 8:45	499	1,273	81	75	909	37	65	786	141	79	1,444	184	5,573
8:00 - 9:00	491	1,207	77	83	805	41	53	680	122	63	1,378	186	5,186
8:15 - 9:15	444	1,129	68	77	722	43	52	640	145	51	1,232	164	4,767
8:30 - 9:30	389	1,014	64	87	680	41	60	607	134	47	1,140	160	4,423
8:45 - 9:45	348	951	76	87	699	51	69	633	130	53	1,032	139	4,268
9:00 - 10:00	296	891	72	84	687	55	92	693	114	53	918	124	4,079

PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	60	229	21	68	194	19	29	281	69	18	232	40	1,260
3:15 - 3:30	69	247	18	51	207	30	27	283	87	24	223	33	1,299
3:30 - 3:45	71	202	23	79	229	37	18	331	103	26	182	40	1,341
3:45 - 4:00	57	277	19	58	246	33	25	308	120	18	225	35	1,421
4:00 - 4:15	61	236	21	94	265	38	24	290	103	24	196	24	1,376
4:15 - 4:30	77	236	40	59	257	27	22	315	110	25	184	52	1,404
4:30 - 4:45	63	247	19	77	238	27	28	328	99	21	169	58	1,374
4:45 - 5:00	58	246	41	65	275	43	12	304	107	31	200	35	1,417
5:00 - 5:15	33	197	19	96	286	38	12	330	123	22	223	53	1,432
5:15 - 5:30	59	267	26	86	306	27	15	305	97	28	182	52	1,450
5:30 - 5:45	56	216	22	95	265	28	19	347	124	20	205	44	1,441
5:45 - 6:00	61	294	19	76	246	31	19	283	100	22	192	48	1,391

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	257	955	81	256	876	119	99	1,203	379	86	862	148	5,321
3:15 - 4:15	258	962	81	282	947	138	94	1,212	413	92	826	132	5,437
3:30 - 4:30	266	951	103	290	997	135	89	1,244	436	93	787	151	5,542
3:45 - 4:45	258	996	99	288	1,006	125	99	1,241	432	88	774	169	5,575
4:00 - 5:00	259	965	121	295	1,035	135	86	1,237	419	101	749	169	5,571
4:15 - 5:15	231	926	119	297	1,056	135	74	1,277	439	99	776	198	5,627
4:30 - 5:30	213	957	105	324	1,105	135	67	1,267	426	102	774	198	5,673
4:45 - 5:45	206	926	108	342	1,132	136	58	1,286	451	101	810	184	5,740 *
5:00 - 6:00	209	974	86	353	1,103	124	65	1,265	444	92	802	197	5,714



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth

E/W STREET: Erwin

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-021

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	7	25	28	10	58	13	4	47	9	18	97	9	325
7:15 - 7:30	7	26	20	11	65	17	4	50	4	20	110	6	340
7:30 - 7:45	8	29	22	15	118	10	4	56	12	21	145	18	458
7:45 - 8:00	9	60	22	39	135	23	5	70	7	29	179	29	607
8:00 - 8:15	14	48	29	39	135	17	1	85	6	28	187	30	619
8:15 - 8:30	12	52	21	31	116	13	7	68	10	27	169	26	552
8:30 - 8:45	5	40	14	15	75	15	5	61	10	15	134	26	415
8:45 - 9:00	11	65	27	24	82	16	4	59	4	11	126	21	450
9:00 - 9:15	9	48	10	30	96	11	9	48	8	24	100	18	411
9:15 - 9:30	7	53	19	16	69	6	8	63	6	5	66	19	337
9:30 - 9:45	5	31	16	8	34	3	5	37	5	2	39	13	198
9:45 - 10:00	7	25	6	14	35	3	7	33	3	5	41	8	187

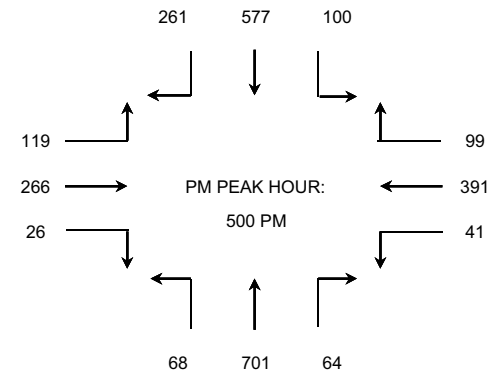
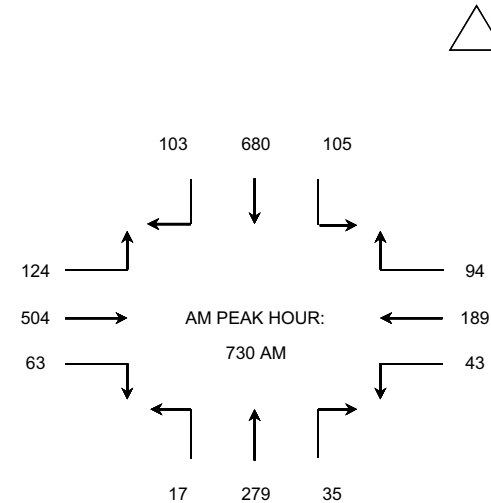
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	31	140	92	75	376	63	17	223	32	88	531	62	1,730
7:15 - 8:15	38	163	93	104	453	67	14	261	29	98	621	83	2,024
7:30 - 8:30	43	189	94	124	504	63	17	279	35	105	680	103	2,236 *
7:45 - 8:45	40	200	86	124	461	68	18	284	33	99	669	111	2,193
8:00 - 9:00	42	205	91	109	408	61	17	273	30	81	616	103	2,036
8:15 - 9:15	37	205	72	100	369	55	25	236	32	77	529	91	1,828
8:30 - 9:30	32	206	70	85	322	48	26	231	28	55	426	84	1,613
8:45 - 9:45	32	197	72	78	281	36	26	207	23	42	331	71	1,396
9:00 - 10:00	28	157	51	68	234	23	29	181	22	36	246	58	1,133

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	10	81	31	28	54	13	8	133	13	17	115	27	530
3:15 - 3:30	6	64	11	23	58	9	15	75	8	14	103	33	419
3:30 - 3:45	9	55	17	21	59	15	15	107	10	12	80	23	423
3:45 - 4:00	10	64	27	28	57	8	14	100	9	27	119	40	503
4:00 - 4:15	7	72	28	25	49	11	27	158	15	25	126	48	591
4:15 - 4:30	12	85	23	31	58	5	9	124	9	15	97	42	510
4:30 - 4:45	2	93	28	24	45	5	21	165	8	20	115	42	568
4:45 - 5:00	11	83	26	34	63	11	20	159	14	28	108	55	612
5:00 - 5:15	14	91	32	37	73	6	15	196	14	34	145	84	741
5:15 - 5:30	11	107	31	32	61	3	18	162	16	29	154	77	701
5:30 - 5:45	9	88	16	30	69	8	23	184	22	18	140	42	649
5:45 - 6:00	7	105	20	20	63	9	12	159	12	19	138	58	622

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	35	264	86	100	228	45	52	415	40	70	417	123	1,875
3:15 - 4:15	32	255	83	97	223	43	71	440	42	78	428	144	1,936
3:30 - 4:30	38	276	95	105	223	39	65	489	43	79	422	153	2,027
3:45 - 4:45	31	314	106	108	209	29	71	547	41	87	457	172	2,172
4:00 - 5:00	32	333	105	114	215	32	77	606	46	88	446	187	2,281
4:15 - 5:15	39	352	109	126	239	27	65	644	45	97	465	223	2,431
4:30 - 5:30	38	374	117	127	242	25	74	682	52	111	522	258	2,622
4:45 - 5:45	45	369	105	133	266	28	76	701	66	109	547	258	2,703
5:00 - 6:00	41	391	99	119	266	26	68	701	64	100	577	261	2,713 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Erwin

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-009

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	12	11	15	7	20	19	13	178	7	7	214	26	529
7:15 - 7:30	10	22	10	13	45	25	18	205	8	6	226	24	612
7:30 - 7:45	13	31	19	22	51	37	20	231	8	8	258	37	735
7:45 - 8:00	12	32	16	20	68	41	26	242	16	16	273	41	803
8:00 - 8:15	11	30	20	20	65	36	39	270	21	13	277	35	837
8:15 - 8:30	14	32	19	15	74	35	33	236	19	13	280	38	808
8:30 - 8:45	10	42	17	18	66	32	22	250	10	14	270	34	785
8:45 - 9:00	9	28	13	14	65	34	29	244	13	8	253	22	732
9:00 - 9:15	13	29	14	15	54	31	21	247	15	8	235	21	703
9:15 - 9:30	12	22	12	13	49	21	25	248	11	5	213	13	644
9:30 - 9:45	7	25	14	13	46	20	23	256	16	7	205	14	646
9:45 - 10:00	21	22	10	12	42	23	21	250	14	7	189	12	623

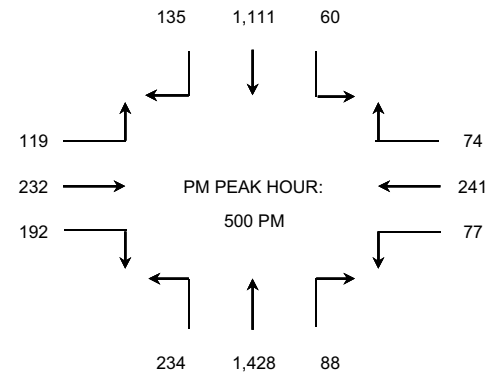
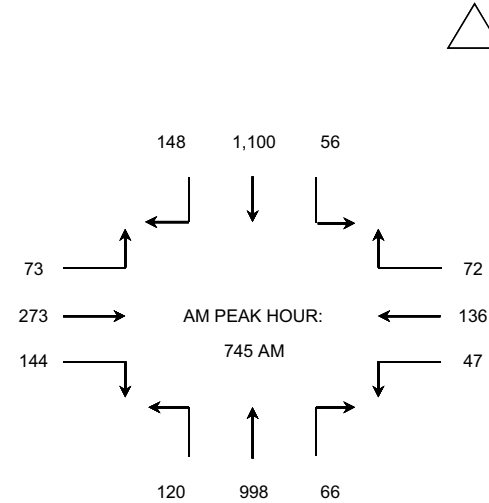
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	47	96	60	62	184	122	77	856	39	37	971	128	2,679
7:15 - 8:15	46	115	65	75	229	139	103	948	53	43	1,034	137	2,987
7:30 - 8:30	50	125	74	77	258	149	118	979	64	50	1,088	151	3,183
7:45 - 8:45	47	136	72	73	273	144	120	998	66	56	1,100	148	3,233 *
8:00 - 9:00	44	132	69	67	270	137	123	1,000	63	48	1,080	129	3,162
8:15 - 9:15	46	131	63	62	259	132	105	977	57	43	1,038	115	3,028
8:30 - 9:30	44	121	56	60	234	118	97	989	49	35	971	90	2,864
8:45 - 9:45	41	104	53	55	214	106	98	995	55	28	906	70	2,725
9:00 - 10:00	53	98	50	53	191	95	90	1,001	56	27	842	60	2,616

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	22	22	11	25	34	32	31	265	13	11	233	15	714
3:15 - 3:30	14	32	11	29	38	29	36	283	15	14	249	22	772
3:30 - 3:45	19	38	20	36	45	30	35	311	24	11	222	29	820
3:45 - 4:00	10	28	15	35	59	51	51	312	17	12	237	27	854
4:00 - 4:15	13	39	11	30	53	46	53	317	22	15	229	25	853
4:15 - 4:30	14	48	13	32	58	43	43	300	23	8	235	30	847
4:30 - 4:45	14	52	14	39	56	40	37	314	22	10	242	33	873
4:45 - 5:00	13	46	15	37	57	41	44	343	19	18	267	25	925
5:00 - 5:15	20	60	22	26	61	46	57	370	21	15	276	26	1,000
5:15 - 5:30	18	64	21	32	58	53	62	358	26	14	280	38	1,024
5:30 - 5:45	21	62	15	34	59	48	60	361	22	17	286	37	1,022
5:45 - 6:00	18	55	16	27	54	45	55	339	19	14	269	34	945

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	65	120	57	125	176	142	153	1,171	69	48	941	93	3,160
3:15 - 4:15	56	137	57	130	195	156	175	1,223	78	52	937	103	3,299
3:30 - 4:30	56	153	59	133	215	170	182	1,240	86	46	923	111	3,374
3:45 - 4:45	51	167	53	136	226	180	184	1,243	84	45	943	115	3,427
4:00 - 5:00	54	185	53	138	224	170	177	1,274	86	51	973	113	3,498
4:15 - 5:15	61	206	64	134	232	170	181	1,327	85	51	1,020	114	3,645
4:30 - 5:30	65	222	72	134	232	180	200	1,385	88	57	1,065	122	3,822
4:45 - 5:45	72	232	73	129	235	188	223	1,432	88	64	1,109	126	3,971
5:00 - 6:00	77	241	74	119	232	192	234	1,428	88	60	1,111	135	3,991 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Oxnard

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-010



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	18	30	4	7	16	13	14	199	7	12	182	23	525
7:15 - 7:30	14	43	13	14	28	18	13	219	5	18	208	29	622
7:30 - 7:45	9	60	9	10	62	14	22	203	8	20	207	32	656
7:45 - 8:00	15	106	13	19	84	22	33	270	16	26	257	47	908
8:00 - 8:15	23	93	16	20	100	42	37	279	23	32	284	50	999
8:15 - 8:30	28	107	22	24	113	19	29	234	7	30	213	28	854
8:30 - 8:45	18	88	13	17	68	24	23	246	19	17	246	37	816
8:45 - 9:00	15	78	16	28	86	21	32	253	20	36	236	36	857
9:00 - 9:15	15	57	10	12	63	28	33	300	19	19	203	31	790
9:15 - 9:30	12	65	14	21	70	17	28	233	23	18	188	19	708
9:30 - 9:45	10	43	12	14	53	18	28	239	17	19	148	22	623
9:45 - 10:00	22	55	13	18	42	17	36	233	13	14	152	29	644

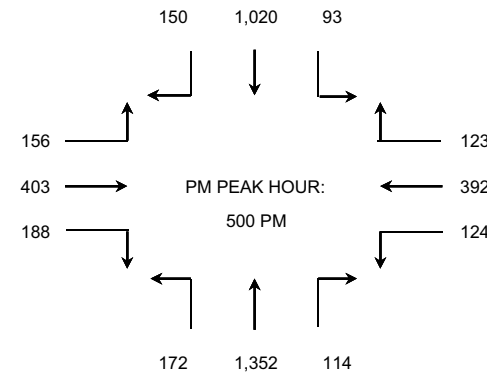
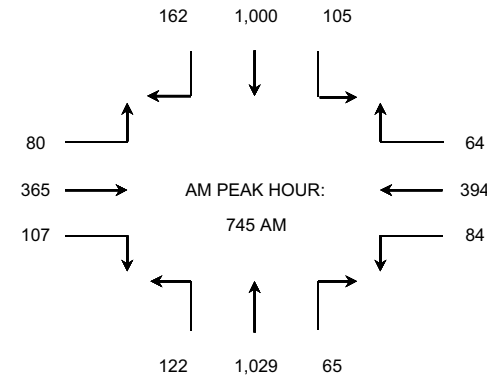
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	56	239	39	50	190	67	82	891	36	76	854	131	2,711
7:15 - 8:15	61	302	51	63	274	96	105	971	52	96	956	158	3,185
7:30 - 8:30	75	366	60	73	359	97	121	986	54	108	961	157	3,417
7:45 - 8:45	84	394	64	80	365	107	122	1,029	65	105	1,000	162	3,577 *
8:00 - 9:00	84	366	67	89	367	106	121	1,012	69	115	979	151	3,526
8:15 - 9:15	76	330	61	81	330	92	117	1,033	65	102	898	132	3,317
8:30 - 9:30	60	288	53	78	287	90	116	1,032	81	90	873	123	3,171
8:45 - 9:45	52	243	52	75	272	84	121	1,025	79	92	775	108	2,978
9:00 - 10:00	59	220	49	65	228	80	125	1,005	72	70	691	101	2,765

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	21	62	28	34	62	28	22	238	19	18	219	16	767
3:15 - 3:30	22	97	17	34	77	41	38	234	20	21	245	29	875
3:30 - 3:45	34	71	18	44	84	38	29	319	21	16	279	26	979
3:45 - 4:00	29	86	30	50	102	53	25	270	25	21	268	32	991
4:00 - 4:15	26	59	14	34	89	44	25	323	21	16	275	16	942
4:15 - 4:30	29	82	18	37	74	37	34	264	21	21	227	23	867
4:30 - 4:45	20	59	23	50	97	49	30	310	24	19	288	26	995
4:45 - 5:00	32	60	20	37	98	30	49	317	36	17	232	25	953
5:00 - 5:15	44	122	35	48	109	45	42	377	33	20	290	40	1,205
5:15 - 5:30	27	99	28	41	91	36	44	324	32	26	274	36	1,058
5:30 - 5:45	23	95	30	36	101	51	44	320	29	15	273	41	1,058
5:45 - 6:00	30	76	30	31	102	56	42	331	20	32	183	33	966

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	106	316	93	162	325	160	114	1,061	85	76	1,011	103	3,612
3:15 - 4:15	111	313	79	162	352	176	117	1,146	87	74	1,067	103	3,787
3:30 - 4:30	118	298	80	165	349	172	113	1,176	88	74	1,049	97	3,779
3:45 - 4:45	104	286	85	171	362	183	114	1,167	91	77	1,058	97	3,795
4:00 - 5:00	107	260	75	158	358	160	138	1,214	102	73	1,022	90	3,757
4:15 - 5:15	125	323	96	172	378	161	155	1,268	114	77	1,037	114	4,020
4:30 - 5:30	123	340	106	176	395	160	165	1,328	125	82	1,084	127	4,211
4:45 - 5:45	126	376	113	162	399	162	179	1,338	130	78	1,069	142	4,274
5:00 - 6:00	124	392	123	156	403	188	172	1,352	114	93	1,020	150	4,287 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Oxnard

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-017



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	23	30	5	8	16	16	17	214	8	10	343	19	709
7:15 - 7:30	18	43	14	16	28	22	16	236	6	15	393	24	831
7:30 - 7:45	11	60	10	11	62	18	26	218	10	17	391	27	861
7:45 - 8:00	19	106	14	21	84	27	40	290	19	22	486	39	1,167
8:00 - 8:15	29	93	18	22	100	52	44	300	18	27	536	42	1,281
8:15 - 8:30	35	107	25	27	113	24	35	252	18	25	403	23	1,087
8:30 - 8:45	22	88	14	19	68	30	28	264	23	14	464	31	1,065
8:45 - 9:00	19	78	18	31	86	26	38	271	24	30	445	30	1,096
9:00 - 9:15	19	57	11	13	63	35	40	322	23	16	384	26	1,009
9:15 - 9:30	15	65	15	23	70	21	34	251	28	15	355	16	908
9:30 - 9:45	13	43	13	16	53	22	34	256	20	16	280	18	784
9:45 - 10:00	27	55	14	20	42	21	43	251	16	12	287	24	812

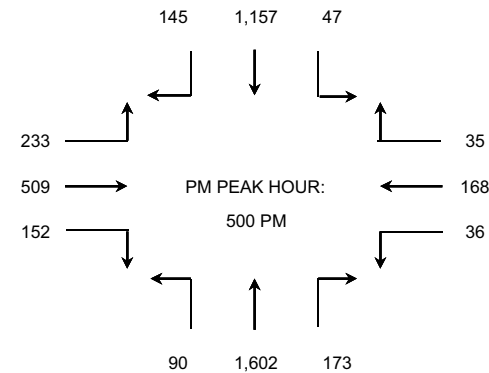
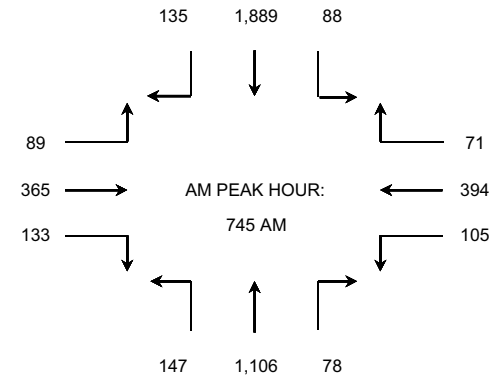
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	71	239	43	56	190	83	99	958	43	64	1,613	109	3,568
7:15 - 8:15	77	302	56	70	274	119	126	1,044	53	81	1,806	132	4,140
7:30 - 8:30	94	366	67	81	359	121	145	1,060	65	91	1,816	131	4,396
7:45 - 8:45	105	394	71	89	365	133	147	1,106	78	88	1,889	135	4,600 *
8:00 - 9:00	105	366	75	99	367	132	145	1,087	83	96	1,848	126	4,529
8:15 - 9:15	95	330	68	90	330	115	141	1,109	88	85	1,696	110	4,257
8:30 - 9:30	75	288	58	86	287	112	140	1,108	98	75	1,648	103	4,078
8:45 - 9:45	66	243	57	83	272	104	146	1,100	95	77	1,464	90	3,797
9:00 - 10:00	74	220	53	72	228	99	151	1,080	87	59	1,306	84	3,513

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	16	22	7	40	46	49	22	304	7	23	306	39	881
3:15 - 3:30	7	45	21	33	53	42	32	400	27	20	312	42	1,034
3:30 - 3:45	18	40	6	27	62	44	39	386	34	11	287	47	1,001
3:45 - 4:00	16	31	4	39	85	32	38	320	30	15	243	39	892
4:00 - 4:15	4	57	5	47	87	36	34	398	43	12	244	40	1,007
4:15 - 4:30	12	22	8	49	74	43	38	362	45	13	222	31	919
4:30 - 4:45	6	34	4	60	98	25	25	347	44	13	244	21	921
4:45 - 5:00	14	29	6	54	122	26	25	393	43	13	264	27	1,016
5:00 - 5:15	4	38	8	76	141	30	21	441	53	10	267	29	1,118
5:15 - 5:30	8	47	11	49	119	44	25	387	44	12	319	28	1,093
5:30 - 5:45	10	45	6	51	126	39	22	383	44	13	278	39	1,056
5:45 - 6:00	14	38	10	57	123	39	22	391	32	12	293	49	1,080

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	57	138	38	139	246	167	131	1,410	98	69	1,148	167	3,808
3:15 - 4:15	45	173	36	146	287	154	143	1,504	134	58	1,086	168	3,934
3:30 - 4:30	50	150	23	162	308	155	149	1,466	152	51	996	157	3,819
3:45 - 4:45	38	144	21	195	344	136	135	1,427	162	53	953	131	3,739
4:00 - 5:00	36	142	23	210	381	130	122	1,500	175	51	974	119	3,863
4:15 - 5:15	36	123	26	239	435	124	109	1,543	185	49	997	108	3,974
4:30 - 5:30	32	148	29	239	480	125	96	1,568	184	48	1,094	105	4,148
4:45 - 5:45	36	159	31	230	508	139	93	1,604	184	48	1,128	123	4,283
5:00 - 6:00	36	168	35	233	509	152	90	1,602	173	47	1,157	145	4,347 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Jordan Ave

E/W STREET: Sherman Way

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	1	141	1	5	134	3	6	0	4	2	3	9	309
7:15 - 7:30	2	231	1	5	156	9	9	12	8	1	4	6	444
7:30 - 7:45	4	307	3	22	240	6	18	15	14	9	19	8	665
7:45 - 8:00	2	329	6	19	251	13	7	24	19	4	11	9	694
8:00 - 8:15	7	294	3	7	210	8	12	17	18	3	6	12	597
8:15 - 8:30	6	279	3	8	233	6	8	3	11	3	2	6	568
8:30 - 8:45	2	237	5	8	170	3	4	3	11	6	2	4	455
8:45 - 9:00	6	236	10	8	214	6	4	0	11	9	2	8	514

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	9	1,008	11	51	781	31	40	51	45	16	37	32	2,112
7:15 - 8:15	15	1,161	13	53	857	36	46	68	59	17	40	35	2,400
7:30 - 8:30	19	1,209	15	56	934	33	45	59	62	19	38	35	2,524 *
7:45 - 8:45	17	1,139	17	42	864	30	31	47	59	16	21	31	2,314
8:00 - 9:00	21	1,046	21	31	827	23	28	23	51	21	12	30	2,134

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

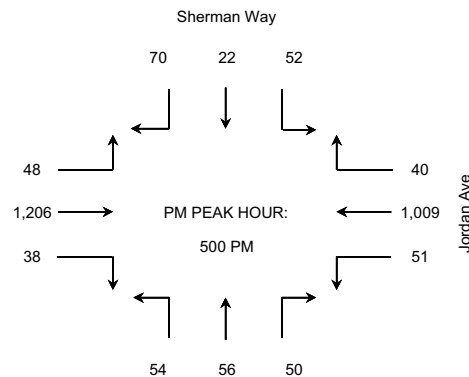
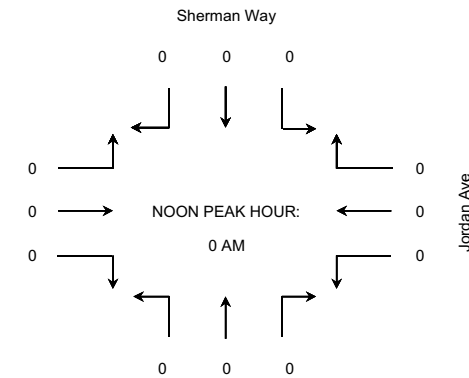
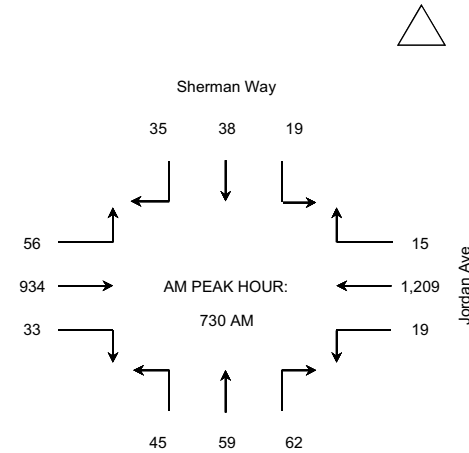
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	16	206	14	14	248	11	15	14	10	14	7	21	590
4:15 - 4:30	10	242	11	17	272	6	6	5	9	13	3	15	609
4:30 - 4:45	11	237	9	12	270	8	18	17	11	12	9	17	631
4:45 - 5:00	16	262	12	13	291	11	10	3	16	11	7	18	670
5:00 - 5:15	13	231	12	11	284	5	13	16	15	24	8	17	649
5:15 - 5:30	14	268	4	11	308	11	17	14	16	11	4	17	695
5:30 - 5:45	14	258	11	15	309	9	14	11	8	8	5	15	677
5:45 - 6:00	10	252	13	11	305	13	10	15	11	9	5	21	675

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	53	947	46	56	1,081	36	49	39	46	50	26	71	2,500
4:15 - 5:15	50	972	44	53	1,117	30	47	41	51	60	27	67	2,559
4:30 - 5:30	54	998	37	47	1,153	35	58	50	58	58	28	69	2,645
4:45 - 5:45	57	1,019	39	50	1,192	36	54	44	55	54	24	67	2,691
5:00 - 6:00	51	1,009	40	48	1,206	38	54	56	50	52	22	70	2,696 *

Prepared by: National Data & Surveying Services
Project # 08-5075-001



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Remmet Ave

E/W STREET: Sherman Way

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	6	177	3	3	117	0	1	0	9	1	0	4	321
7:15 - 7:30	11	263	4	1	181	1	2	1	13	2	3	1	483
7:30 - 7:45	20	337	3	3	243	3	1	0	14	1	1	3	629
7:45 - 8:00	32	300	5	4	254	4	3	5	12	3	13	6	641
8:00 - 8:15	24	302	6	5	226	6	1	2	17	1	2	8	600
8:15 - 8:30	12	279	3	7	203	7	1	2	13	2	5	3	537
8:30 - 8:45	7	263	7	4	166	4	0	1	10	2	2	2	468
8:45 - 9:00	11	245	2	0	174	3	3	1	7	2	4	4	456

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	69	1,077	15	11	795	8	7	6	48	7	17	14	2,074
7:15 - 8:15	87	1,202	18	13	904	14	7	8	56	7	19	18	2,353
7:30 - 8:30	88	1,218	17	19	926	20	6	9	56	7	21	20	2,407 *
7:45 - 8:45	75	1,144	21	20	849	21	5	10	52	8	22	19	2,246
8:00 - 9:00	54	1,089	18	16	769	20	5	6	47	7	13	17	2,061

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

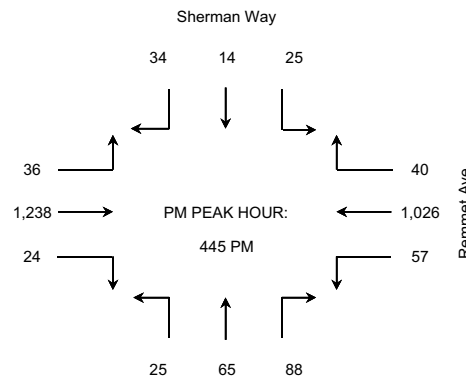
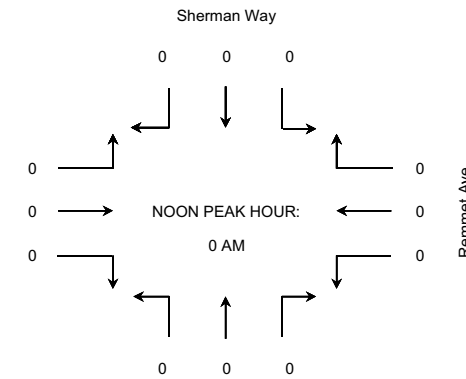
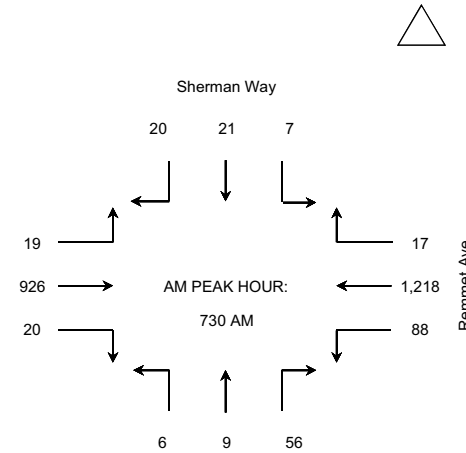
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	9	262	8	5	259	5	5	3	18	5	0	9	588
4:15 - 4:30	11	238	11	5	279	4	6	1	20	5	1	9	590
4:30 - 4:45	14	262	14	11	278	3	4	9	23	5	5	5	633
4:45 - 5:00	15	280	8	10	312	5	6	12	14	3	4	8	677
5:00 - 5:15	15	245	7	10	316	4	5	16	29	5	4	8	664
5:15 - 5:30	15	238	13	7	305	9	5	23	32	9	2	10	668
5:30 - 5:45	12	263	12	9	305	6	9	14	13	8	4	8	663
5:45 - 6:00	16	276	9	11	256	2	2	9	11	11	3	9	615

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	49	1,042	41	31	1,128	17	21	25	75	18	10	31	2,488
4:15 - 5:15	55	1,025	40	36	1,185	16	21	38	86	18	14	30	2,564
4:30 - 5:30	59	1,025	42	38	1,211	21	20	60	98	22	15	31	2,642
4:45 - 5:45	57	1,026	40	36	1,238	24	25	65	88	25	14	34	2,672 *
5:00 - 6:00	58	1,022	41	37	1,182	21	21	62	85	33	13	35	2,610

Prepared by: National Data & Surveying Services
Project # 08-5075-002



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Gault St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	1	2	3	1	0	4	3	28	3	3	86	1	135
7:15 - 7:30	4	1	4	0	2	9	1	42	3	3	138	3	210
7:30 - 7:45	13	6	14	3	0	13	1	48	1	2	220	1	322
7:45 - 8:00	26	3	6	4	4	16	4	69	4	8	252	5	401
8:00 - 8:15	4	1	7	0	5	6	6	41	5	4	155	6	240
8:15 - 8:30	2	0	4	2	6	7	2	65	6	2	138	4	238
8:30 - 8:45	5	1	2	2	1	7	4	36	5	5	149	5	222
8:45 - 9:00	5	1	6	0	5	4	8	55	1	4	115	5	209

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	44	12	27	8	6	42	9	187	11	16	696	10	1,068
7:15 - 8:15	47	11	31	7	11	44	12	200	13	17	765	15	1,173
7:30 - 8:30	45	10	31	9	15	42	13	223	16	16	765	16	1,201 *
7:45 - 8:45	37	5	19	8	16	36	16	211	20	19	694	20	1,101
8:00 - 9:00	16	3	19	4	17	24	20	197	17	15	557	20	909

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

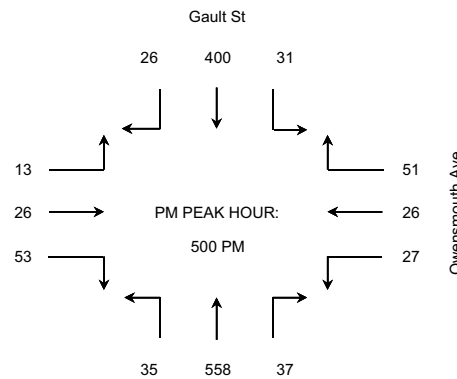
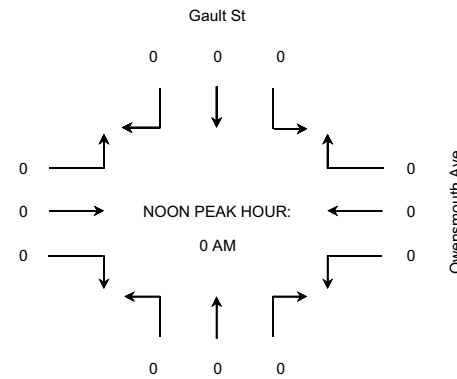
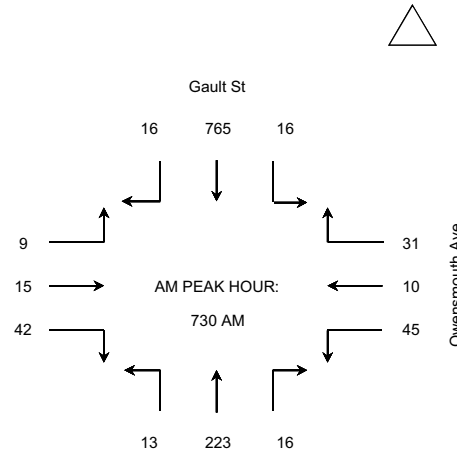
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	1	2	10	5	3	12	1	130	8	6	88	5	271
4:15 - 4:30	7	6	10	7	3	5	7	123	10	6	86	5	275
4:30 - 4:45	3	4	6	3	2	11	6	143	4	5	78	13	278
4:45 - 5:00	6	7	12	9	5	11	5	139	4	7	94	11	310
5:00 - 5:15	7	4	11	4	6	14	6	144	6	4	88	6	300
5:15 - 5:30	7	9	16	3	8	12	10	152	13	8	94	6	338
5:30 - 5:45	6	4	9	2	6	12	13	137	13	9	99	7	317
5:45 - 6:00	7	9	15	4	6	15	6	125	5	10	119	7	328

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	17	19	38	24	13	39	19	535	26	24	346	34	1,134
4:15 - 5:15	23	21	39	23	16	41	24	549	24	22	346	35	1,163
4:30 - 5:30	23	24	45	19	21	48	27	578	27	24	354	36	1,226
4:45 - 5:45	26	24	48	18	25	49	34	572	36	28	375	30	1,265
5:00 - 6:00	27	26	51	13	26	53	35	558	37	31	400	26	1,283 *

Prepared by: National Data & Surveying Services
Project # 08-5075-004



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Hart St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	5	14	1	6	23	14	8	36	2	6	78	7	200
7:15 - 7:30	4	2	3	3	7	29	6	33	3	1	138	12	241
7:30 - 7:45	9	12	7	3	7	32	9	53	0	2	178	14	326
7:45 - 8:00	16	13	5	6	7	44	10	50	3	3	195	16	368
8:00 - 8:15	9	5	4	7	3	18	10	63	5	6	199	7	336
8:15 - 8:30	2	4	0	4	1	17	4	52	4	0	178	8	274
8:30 - 8:45	11	3	1	3	0	13	5	51	1	3	151	2	244
8:45 - 9:00	8	1	2	1	5	16	9	57	4	4	138	7	252

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	34	41	16	18	44	119	33	172	8	12	589	49	1,135
7:15 - 8:15	38	32	19	19	24	123	35	199	11	12	710	49	1,271
7:30 - 8:30	36	34	16	20	18	111	33	218	12	11	750	45	1,304 *
7:45 - 8:45	38	25	10	20	11	92	29	216	13	12	723	33	1,222
8:00 - 9:00	30	13	7	15	9	64	28	223	14	13	666	24	1,106

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

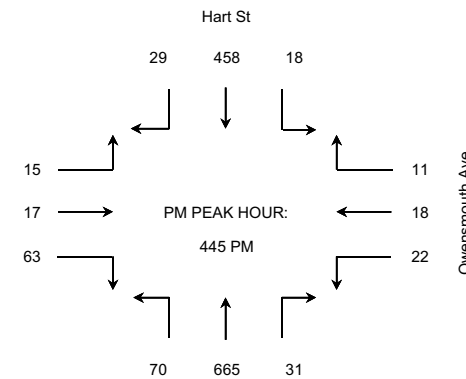
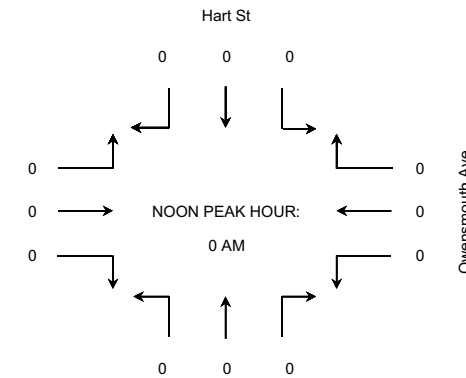
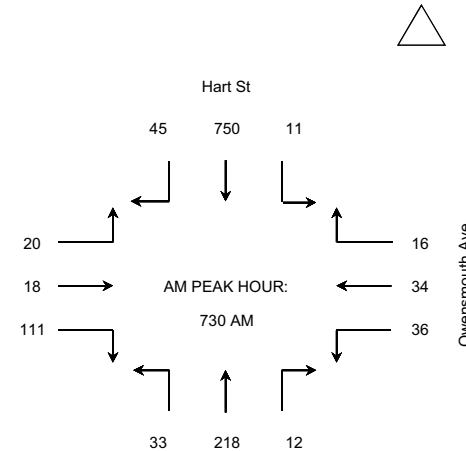
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	3	16	3	2	14	7	12	115	6	3	61	4	246
4:15 - 4:30	7	8	4	4	5	16	15	126	7	4	85	4	285
4:30 - 4:45	3	3	0	5	6	15	14	114	7	1	80	4	252
4:45 - 5:00	8	6	4	3	4	15	19	160	12	3	103	10	347
5:00 - 5:15	6	6	2	6	3	17	15	194	8	6	110	6	379
5:15 - 5:30	2	4	5	5	5	17	21	180	6	7	115	6	373
5:30 - 5:45	6	2	0	1	5	14	15	131	5	2	130	7	318
5:45 - 6:00	5	5	5	2	5	23	19	114	10	3	115	4	310

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	21	33	11	14	29	53	60	515	32	11	329	22	1,130
4:15 - 5:15	24	23	10	18	18	63	63	594	34	14	378	24	1,263
4:30 - 5:30	19	19	11	19	18	64	69	648	33	17	408	26	1,351
4:45 - 5:45	22	18	11	15	17	63	70	665	31	18	458	29	1,417 *
5:00 - 6:00	19	17	12	14	18	71	70	619	29	18	470	23	1,380

Prepared by: National Data & Surveying Services
Project # 08-5075-005



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Hart St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	11	0	12	5	0	21	2	168	3	4	275	6	507
7:15 - 7:30	20	5	15	10	3	14	10	238	5	4	348	11	683
7:30 - 7:45	25	3	8	16	2	24	15	257	7	3	375	9	744
7:45 - 8:00	15	8	15	15	6	24	18	276	8	4	380	14	783
8:00 - 8:15	15	3	7	15	7	14	16	284	5	5	399	6	776
8:15 - 8:30	21	1	11	6	1	5	8	247	7	6	379	4	696
8:30 - 8:45	12	0	9	8	2	4	6	197	7	6	407	1	659
8:45 - 9:00	10	0	8	2	0	13	1	202	4	3	335	2	580

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	71	16	50	46	11	83	45	939	23	15	1,378	40	2,717
7:15 - 8:15	75	19	45	56	18	76	59	1,055	25	16	1,502	40	2,986
7:30 - 8:30	76	15	41	52	16	67	57	1,064	27	18	1,533	33	2,999 *
7:45 - 8:45	63	12	42	44	16	47	48	1,004	27	21	1,565	25	2,914
8:00 - 9:00	58	4	35	31	10	36	31	930	23	20	1,520	13	2,711

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

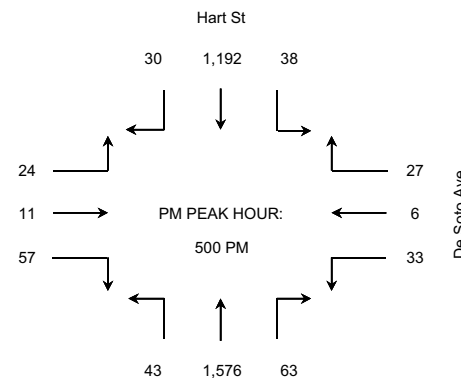
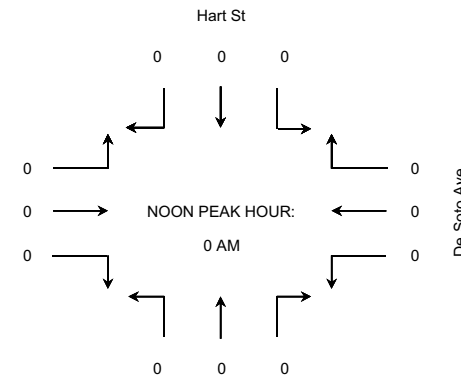
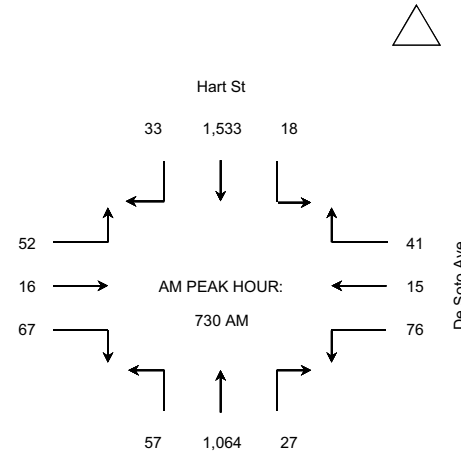
PERIOD: PM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	4	0	6	5	5	7	5	334	17	12	247	5	647
4:15 - 4:30	10	1	5	5	2	7	7	352	14	8	247	10	668
4:30 - 4:45	10	1	5	5	3	16	11	352	24	10	224	6	667
4:45 - 5:00	9	2	0	1	2	10	15	405	17	5	279	10	755
5:00 - 5:15	12	1	5	11	4	16	12	376	15	7	280	6	745
5:15 - 5:30	5	2	0	7	3	10	9	403	16	9	277	12	753
5:30 - 5:45	9	2	9	5	3	21	13	399	18	13	312	6	810
5:45 - 6:00	7	1	13	1	1	10	9	398	14	9	323	6	792

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	33	4	16	16	12	40	38	1,443	72	35	997	31	2,737
4:15 - 5:15	41	5	15	22	11	49	45	1,485	70	30	1,030	32	2,835
4:30 - 5:30	36	6	10	24	12	52	47	1,536	72	31	1,060	34	2,920
4:45 - 5:45	35	7	14	24	12	57	49	1,583	66	34	1,148	34	3,063
5:00 - 6:00	33	6	27	24	11	57	43	1,576	63	38	1,192	30	3,100 *

Prepared by: National Data & Surveying Services
Project # 08-5075-006



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Don Pio Dr

E/W STREET: Ventura Blvd

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	11	118	8	3	223	8	1	0	11	4	2	5	394
7:15 - 7:30	5	127	6	4	333	14	3	1	26	8	1	4	532
7:30 - 7:45	10	174	7	9	387	8	0	0	26	12	3	3	639
7:45 - 8:00	14	253	13	8	403	11	3	5	16	10	2	7	745
8:00 - 8:15	12	215	13	6	353	8	3	9	25	23	2	10	679
8:15 - 8:30	14	174	15	7	349	11	2	0	24	23	2	7	628
8:30 - 8:45	15	178	13	12	302	13	2	2	20	16	5	6	584
8:45 - 9:00	15	167	10	5	213	11	3	1	18	16	5	12	476

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	40	672	34	24	1,346	41	7	6	79	34	8	19	2,310
7:15 - 8:15	41	769	39	27	1,476	41	9	15	93	53	8	24	2,595
7:30 - 8:30	50	816	48	30	1,492	38	8	14	91	68	9	27	2,691 *
7:45 - 8:45	55	820	54	33	1,407	43	10	16	85	72	11	30	2,636
8:00 - 9:00	56	734	51	30	1,217	43	10	12	87	78	14	35	2,367

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

PERIOD: PM Peak Hour

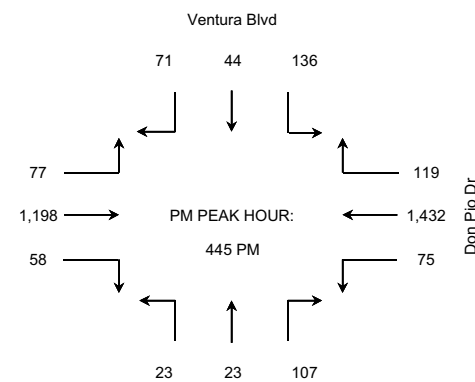
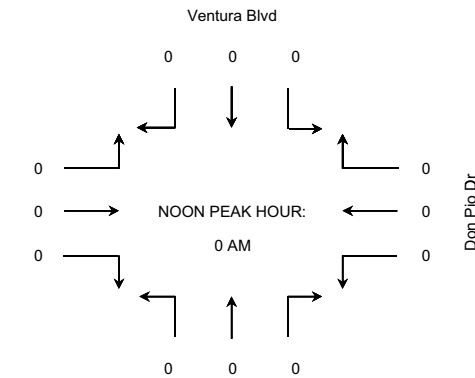
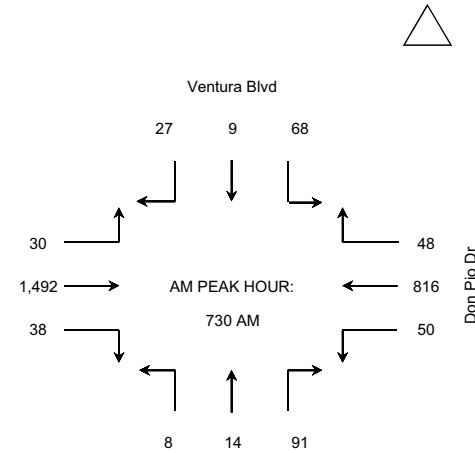
DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	21	292	23	13	269	8	5	5	26	38	11	16	727
4:15 - 4:30	19	350	23	14	232	11	5	8	30	38	11	16	757
4:30 - 4:45	24	348	34	14	284	14	7	2	28	33	10	9	807
4:45 - 5:00	21	359	24	19	313	13	4	6	19	37	14	14	843
5:00 - 5:15	19	380	24	21	274	19	9	5	27	33	11	14	836
5:15 - 5:30	19	338	32	16	302	13	4	7	32	26	5	23	817
5:30 - 5:45	16	355	39	21	309	13	6	5	29	40	14	20	867
5:45 - 6:00	23	317	28	19	281	15	7	4	50	31	18	33	826

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	85	1,349	104	60	1,098	46	21	21	103	146	46	55	3,134
4:15 - 5:15	83	1,437	105	68	1,103	57	25	21	104	141	46	53	3,243
4:30 - 5:30	83	1,425	114	70	1,173	59	24	20	106	129	40	60	3,303
4:45 - 5:45	75	1,432	119	77	1,198	58	23	23	107	136	44	71	3,363 *
5:00 - 6:00	77	1,390	123	77	1,166	60	26	21	138	130	48	90	3,346

Prepared by: National Data & Surveying Services

Project # 08-5075-008



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Variel Ave

E/W STREET: Saticoy St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/29/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	4	180	3	3	166	6	11	8	9	8	11	17	426
7:15 - 7:30	7	244	2	8	207	5	21	4	12	12	10	29	561
7:30 - 7:45	7	337	3	6	221	6	23	10	18	10	16	31	688
7:45 - 8:00	2	303	4	21	229	8	19	7	13	9	24	20	659
8:00 - 8:15	6	331	8	11	243	7	11	9	10	13	11	12	672
8:15 - 8:30	8	314	3	14	234	3	10	4	5	7	3	15	620
8:30 - 8:45	3	241	2	8	209	7	6	4	9	6	4	11	510
8:45 - 9:00	5	231	13	6	203	3	10	1	8	6	8	14	508

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	20	1,064	12	38	823	25	74	29	52	39	61	97	2,334
7:15 - 8:15	22	1,215	17	46	900	26	74	30	53	44	61	92	2,580
7:30 - 8:30	23	1,285	18	52	927	24	63	30	46	39	54	78	2,639 *
7:45 - 8:45	19	1,189	17	54	915	25	46	24	37	35	42	58	2,461
8:00 - 9:00	22	1,117	26	39	889	20	37	18	32	32	26	52	2,310

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

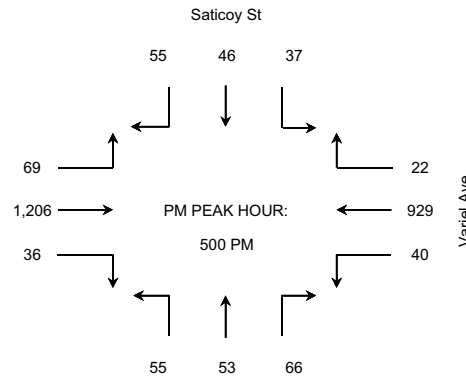
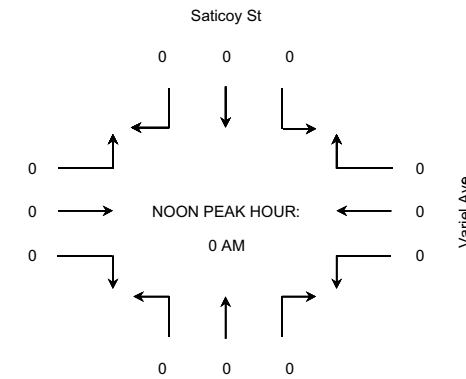
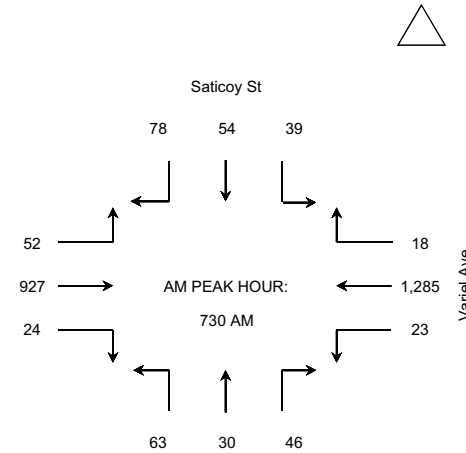
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/29/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	17	192	9	13	243	15	11	9	9	6	15	6	545
4:15 - 4:30	9	205	7	16	221	9	10	8	10	2	12	17	526
4:30 - 4:45	10	232	4	14	268	7	15	14	20	10	9	14	617
4:45 - 5:00	5	250	5	11	283	11	4	11	23	6	10	9	628
5:00 - 5:15	9	220	7	14	271	8	15	11	13	8	8	13	597
5:15 - 5:30	8	246	4	16	319	12	14	10	16	6	15	16	682
5:30 - 5:45	14	235	6	23	318	8	12	16	16	18	13	19	698
5:45 - 6:00	9	228	5	16	298	8	14	16	21	5	10	7	637

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	41	879	25	54	1,015	42	40	42	62	24	46	46	2,316
4:15 - 5:15	33	907	23	55	1,043	35	44	44	66	26	39	53	2,368
4:30 - 5:30	32	948	20	55	1,141	38	48	46	72	30	42	52	2,524
4:45 - 5:45	36	951	22	64	1,191	39	45	48	68	38	46	57	2,605
5:00 - 6:00	40	929	22	69	1,206	36	55	53	66	37	46	55	2,614 *

Prepared by: National Data & Surveying Services
Project # 08-5075-009



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Shoup Ave

E/W STREET: Valerio St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	4	0	2	3	0	8	4	82	1	1	167	1	273
7:15 - 7:30	12	0	6	3	3	17	4	141	2	4	200	3	395
7:30 - 7:45	24	2	7	9	1	28	5	167	4	2	305	1	555
7:45 - 8:00	8	1	9	3	1	22	10	210	17	5	287	3	576
8:00 - 8:15	12	3	7	3	0	13	5	180	6	2	219	4	454
8:15 - 8:30	9	0	4	8	0	12	10	202	14	6	208	2	475
8:30 - 8:45	9	0	2	5	0	17	7	132	3	3	196	1	375
8:45 - 9:00	3	2	2	4	1	13	6	123	3	2	192	3	354

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	48	3	24	18	5	75	23	600	24	12	959	8	1,799
7:15 - 8:15	56	6	29	18	5	80	24	698	29	13	1,011	11	1,980
7:30 - 8:30	53	6	27	23	2	75	30	759	41	15	1,019	10	2,060 *
7:45 - 8:45	38	4	22	19	1	64	32	724	40	16	910	10	1,880
8:00 - 9:00	33	5	15	20	1	55	28	637	26	13	815	10	1,658

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

PERIOD: PM Peak Hour

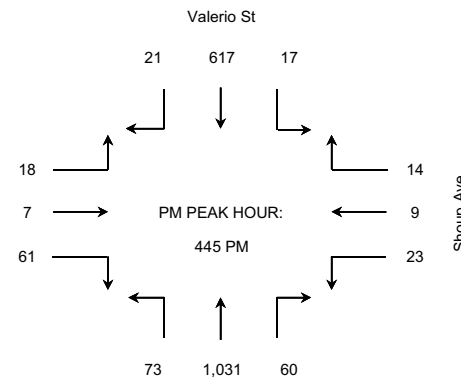
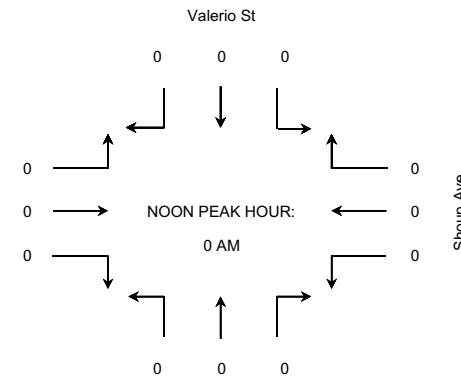
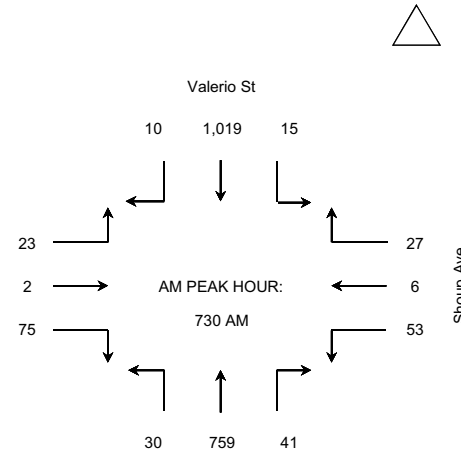
DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	3	2	1	5	2	5	13	194	17	2	139	4	387
4:15 - 4:30	7	1	4	2	0	4	15	205	13	5	130	4	390
4:30 - 4:45	5	1	6	5	1	4	23	203	10	7	144	2	411
4:45 - 5:00	7	3	2	3	4	17	20	223	13	4	171	6	473
5:00 - 5:15	3	4	2	3	2	11	17	262	14	3	147	4	472
5:15 - 5:30	7	1	8	9	0	23	12	271	18	4	163	3	519
5:30 - 5:45	6	1	2	3	1	10	24	275	15	6	136	8	487
5:45 - 6:00	12	2	2	0	1	12	24	247	13	3	153	3	472

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	22	7	13	15	7	30	71	825	53	18	584	16	1,661
4:15 - 5:15	22	9	14	13	7	36	75	893	50	19	592	16	1,746
4:30 - 5:30	22	9	18	20	7	55	72	959	55	18	625	15	1,875
4:45 - 5:45	23	9	14	18	7	61	73	1,031	60	17	617	21	1,951 *
5:00 - 6:00	28	8	14	15	4	56	77	1,055	60	16	599	18	1,950

Prepared by: National Data & Surveying Services

Project # 08-5075-010



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Canyon Blvd

E/W STREET: Valerio St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	0	3	5	2	6	1	198	4	7	361	0	590
7:15 - 7:30	12	9	9	8	1	5	5	236	4	17	353	2	661
7:30 - 7:45	18	25	23	12	16	4	12	305	21	15	375	2	828
7:45 - 8:00	15	25	32	15	14	4	12	386	11	22	329	8	873
8:00 - 8:15	13	19	26	11	7	5	8	279	4	20	384	6	782
8:15 - 8:30	5	8	17	11	4	5	9	246	3	9	341	2	660
8:30 - 8:45	12	2	11	2	0	5	8	254	7	13	387	3	704
8:45 - 9:00	5	4	4	5	0	3	2	241	3	8	336	3	614

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	48	59	67	40	33	19	30	1,125	40	61	1,418	12	2,952
7:15 - 8:15	58	78	90	46	38	18	37	1,206	40	74	1,441	18	3,144 *
7:30 - 8:30	51	77	98	49	41	18	41	1,216	39	66	1,429	18	3,143
7:45 - 8:45	45	54	86	39	25	19	37	1,165	25	64	1,441	19	3,019
8:00 - 9:00	35	33	58	29	11	18	27	1,020	17	50	1,448	14	2,760

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

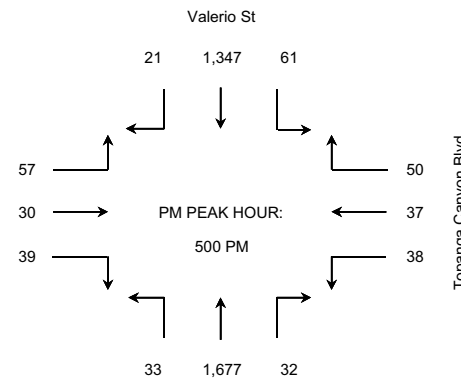
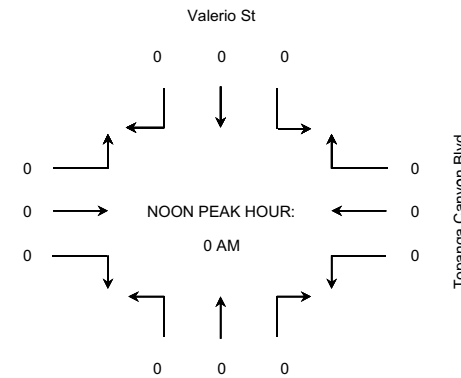
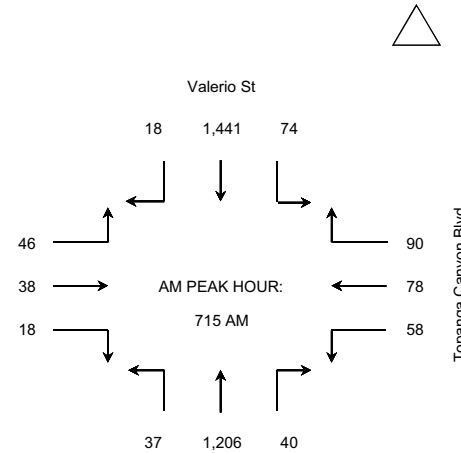
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	9	4	8	11	3	8	10	366	13	9	281	5	727
4:15 - 4:30	2	5	7	6	6	6	4	378	13	9	269	5	710
4:30 - 4:45	6	6	7	10	5	3	7	376	10	7	310	5	752
4:45 - 5:00	6	9	10	6	3	6	7	384	10	11	276	3	731
5:00 - 5:15	9	10	8	17	9	12	15	404	9	15	344	7	859
5:15 - 5:30	9	13	9	14	11	7	4	440	10	11	306	1	835
5:30 - 5:45	9	6	18	4	4	8	9	428	7	19	362	5	879
5:45 - 6:00	11	8	15	22	6	12	5	405	6	16	335	8	849

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	23	24	32	33	17	23	28	1,504	46	36	1,136	18	2,920
4:15 - 5:15	23	30	32	39	23	27	33	1,542	42	42	1,199	20	3,052
4:30 - 5:30	30	38	34	47	28	28	33	1,604	39	44	1,236	16	3,177
4:45 - 5:45	33	38	45	41	27	33	35	1,656	36	56	1,288	16	3,304
5:00 - 6:00	38	37	50	57	30	39	33	1,677	32	61	1,347	21	3,422 *

Prepared by: National Data & Surveying Services
Project # 08-5075-011



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth Ave

E/W STREET: Wyandotte St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	1	1	0	1	11	4	17	0	0	63	1	99
7:15 - 7:30	2	4	2	0	3	9	2	27	0	0	96	3	148
7:30 - 7:45	1	3	3	7	6	16	9	40	0	3	188	5	281
7:45 - 8:00	3	4	1	2	6	29	9	51	3	2	180	9	299
8:00 - 8:15	1	3	2	4	3	16	7	43	1	1	117	9	207
8:15 - 8:30	0	2	2	3	0	11	2	47	0	0	113	2	182
8:30 - 8:45	2	2	3	2	2	9	3	29	1	0	108	6	167
8:45 - 9:00	0	0	1	3	6	7	4	30	0	0	79	4	134

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	6	12	7	9	16	65	24	135	3	5	527	18	827
7:15 - 8:15	7	14	8	13	18	70	27	161	4	6	581	26	935
7:30 - 8:30	5	12	8	16	15	72	27	181	4	6	598	25	969 *
7:45 - 8:45	6	11	8	11	11	65	21	170	5	3	518	26	855
8:00 - 9:00	3	7	8	12	11	43	16	149	2	1	417	21	690

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

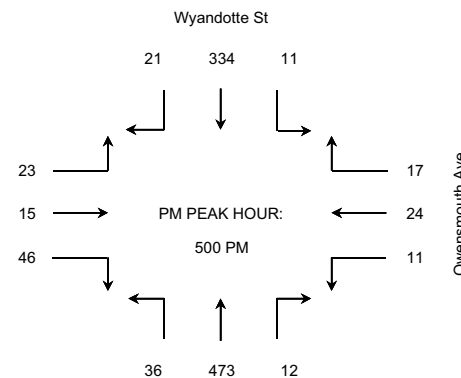
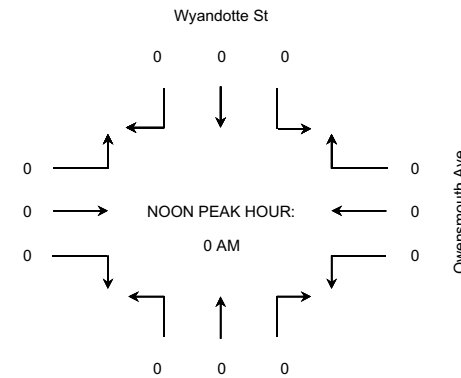
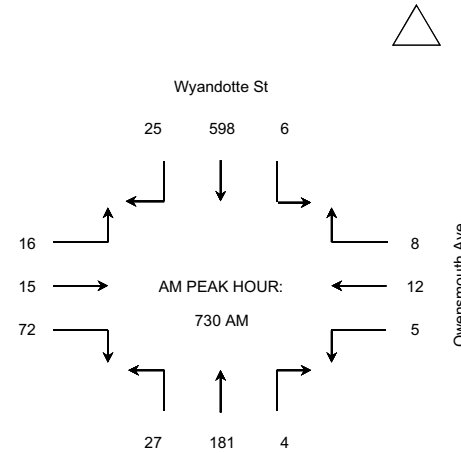
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	1	2	4	6	5	8	6	89	2	1	71	6	201
4:15 - 4:30	3	3	0	5	4	13	6	88	5	2	72	2	203
4:30 - 4:45	1	5	5	8	7	6	8	105	5	2	71	5	228
4:45 - 5:00	5	9	2	3	5	14	8	109	1	4	81	7	248
5:00 - 5:15	1	4	7	7	3	15	11	107	3	2	81	6	247
5:15 - 5:30	3	10	5	4	5	11	11	149	6	5	80	3	292
5:30 - 5:45	2	3	4	4	4	10	6	107	0	2	75	7	224
5:45 - 6:00	5	7	1	8	3	10	8	110	3	2	98	5	260

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	10	19	11	22	21	41	28	391	13	9	295	20	880
4:15 - 5:15	10	21	14	23	19	48	33	409	14	10	305	20	926
4:30 - 5:30	10	28	19	22	20	46	38	470	15	13	313	21	1,015
4:45 - 5:45	11	26	18	18	17	50	36	472	10	13	317	23	1,011
5:00 - 6:00	11	24	17	23	15	46	36	473	12	11	334	21	1,023 *

Prepared by: National Data & Surveying Services
Project # 08-5075-014



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Vanowen St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	27	155	23	13	173	9	8	127	16	23	292	23	889
7:15 - 7:30	29	209	22	23	169	16	13	146	20	31	306	20	1,004
7:30 - 7:45	44	280	24	17	225	19	12	165	20	27	336	33	1,202
7:45 - 8:00	32	301	20	12	230	15	25	192	22	22	313	27	1,211
8:00 - 8:15	34	251	15	15	226	23	25	196	31	34	291	32	1,173
8:15 - 8:30	41	252	16	20	200	23	19	178	32	31	264	25	1,101
8:30 - 8:45	28	197	19	13	195	15	12	150	18	23	265	20	955
8:45 - 9:00	39	184	11	12	175	20	12	130	15	21	265	24	908

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	132	945	89	65	797	59	58	630	78	103	1,247	103	4,306
7:15 - 8:15	139	1,041	81	67	850	73	75	699	93	114	1,246	112	4,590
7:30 - 8:30	151	1,084	75	64	881	80	81	731	105	114	1,204	117	4,687 *
7:45 - 8:45	135	1,001	70	60	851	76	81	716	103	110	1,133	104	4,440
8:00 - 9:00	142	884	61	60	796	81	68	654	96	109	1,085	101	4,137

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

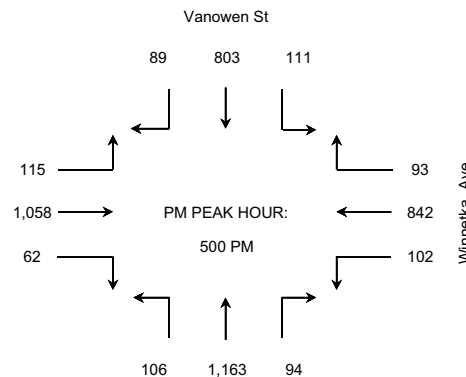
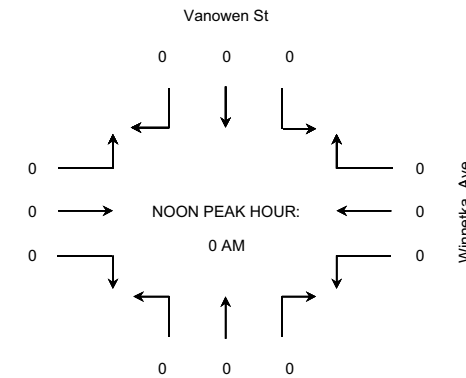
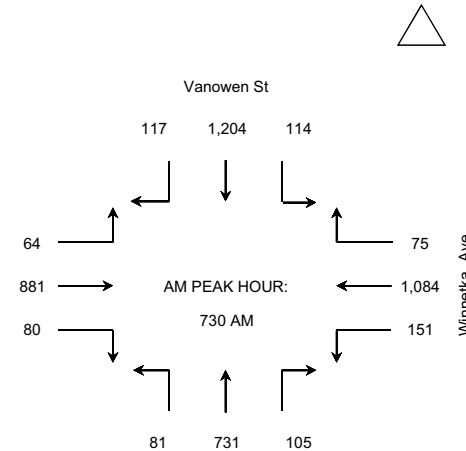
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	22	184	23	24	230	14	28	246	14	23	172	19	999
4:15 - 4:30	17	158	39	22	239	7	25	269	20	22	162	14	994
4:30 - 4:45	17	168	23	29	232	16	27	243	23	38	182	18	1,016
4:45 - 5:00	28	195	34	26	238	18	16	267	26	28	203	21	1,100
5:00 - 5:15	22	203	17	31	271	19	31	286	23	24	188	15	1,130
5:15 - 5:30	25	206	26	28	278	9	27	284	23	34	205	22	1,167
5:30 - 5:45	28	187	27	30	264	17	21	310	20	27	212	26	1,169
5:45 - 6:00	27	246	23	26	245	17	27	283	28	26	198	26	1,172

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	84	705	119	101	939	55	96	1,025	83	111	719	72	4,109
4:15 - 5:15	84	724	113	108	980	60	99	1,065	92	112	735	68	4,240
4:30 - 5:30	92	772	100	114	1,019	62	101	1,080	95	124	778	76	4,413
4:45 - 5:45	103	791	104	115	1,051	63	95	1,147	92	113	808	84	4,566
5:00 - 6:00	102	842	93	115	1,058	62	106	1,163	94	111	803	89	4,638 *

Prepared by: National Data & Surveying Services
Project # 08-5075-016



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Victory Blvd

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	19	248	7	5	192	37	27	126	25	23	230	29	968
7:15 - 7:30	37	296	8	9	256	33	16	147	57	39	251	43	1,192
7:30 - 7:45	86	401	7	10	308	57	19	140	37	38	264	45	1,412
7:45 - 8:00	92	481	17	14	294	52	43	186	60	60	282	80	1,661
8:00 - 8:15	84	452	19	42	330	45	37	202	54	57	269	49	1,640
8:15 - 8:30	57	370	18	14	336	40	36	248	39	44	255	62	1,519
8:30 - 8:45	39	315	17	15	274	46	29	176	37	42	230	55	1,275
8:45 - 9:00	41	356	18	10	260	32	26	157	45	52	228	52	1,277

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	234	1,426	39	38	1,050	179	105	599	179	160	1,027	197	5,233
7:15 - 8:15	299	1,630	51	75	1,188	187	115	675	208	194	1,066	217	5,905
7:30 - 8:30	319	1,704	61	80	1,268	194	135	776	190	199	1,070	236	6,232 *
7:45 - 8:45	272	1,618	71	85	1,234	183	145	812	190	203	1,036	246	6,095
8:00 - 9:00	221	1,493	72	81	1,200	163	128	783	175	195	982	218	5,711

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

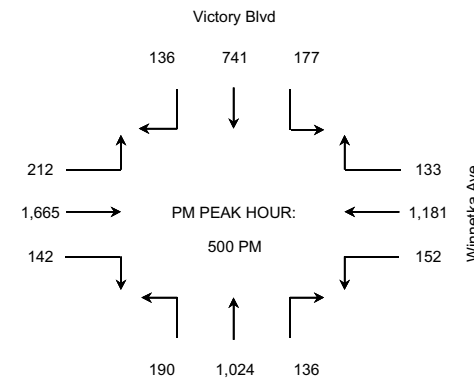
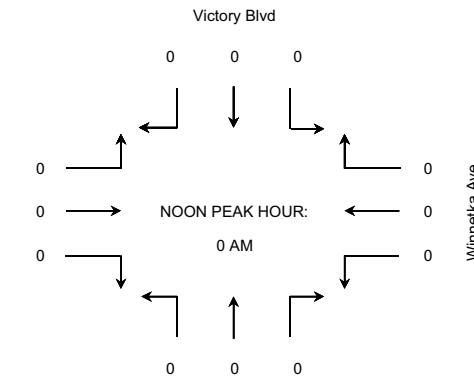
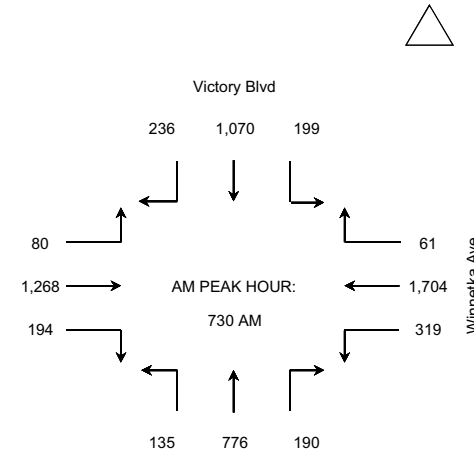
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	26	223	25	37	345	31	29	213	27	16	124	21	1,117
4:15 - 4:30	38	275	33	50	370	35	36	216	29	37	141	17	1,277
4:30 - 4:45	29	232	34	54	365	36	36	239	16	35	162	17	1,255
4:45 - 5:00	40	317	36	57	346	30	39	254	29	45	171	31	1,395
5:00 - 5:15	27	246	28	50	404	33	48	241	29	39	194	24	1,363
5:15 - 5:30	35	296	34	75	427	34	56	276	36	46	180	45	1,540
5:30 - 5:45	54	316	34	54	450	38	41	242	42	47	207	25	1,550
5:45 - 6:00	36	323	37	33	384	37	45	265	29	45	160	42	1,436

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	133	1,047	128	198	1,426	132	140	922	101	133	598	86	5,044
4:15 - 5:15	134	1,070	131	211	1,485	134	159	950	103	156	668	89	5,290
4:30 - 5:30	131	1,091	132	236	1,542	133	179	1,010	110	165	707	117	5,553
4:45 - 5:45	156	1,175	132	236	1,627	135	184	1,013	136	177	752	125	5,848
5:00 - 6:00	152	1,181	133	212	1,665	142	190	1,024	136	177	741	136	5,889 *

Prepared by: National Data & Surveying Services
Project # 08-5075-018



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Topham St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	3	0	0	4	0	0	152	0	0	343	0	502
7:15 - 7:30	0	4	0	1	5	0	0	175	0	0	351	0	536
7:30 - 7:45	0	4	0	0	3	0	0	209	0	0	371	0	587
7:45 - 8:00	0	3	0	0	7	0	0	231	0	0	368	0	609
8:00 - 8:15	0	3	0	0	5	0	0	249	0	0	360	0	617
8:15 - 8:30	0	3	0	0	3	0	0	199	0	0	359	0	564
8:30 - 8:45	0	2	0	0	5	0	0	207	0	0	332	0	546
8:45 - 9:00	0	4	0	0	3	0	0	177	0	0	297	0	481

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	14	0	1	19	0	0	767	0	0	1,433	0	2,234
7:15 - 8:15	0	14	0	1	20	0	0	864	0	0	1,450	0	2,349
7:30 - 8:30	0	13	0	0	18	0	0	888	0	0	1,458	0	2,377 *
7:45 - 8:45	0	11	0	0	20	0	0	886	0	0	1,419	0	2,336
8:00 - 9:00	0	12	0	0	16	0	0	832	0	0	1,348	0	2,208

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

PERIOD: PM Peak Hour

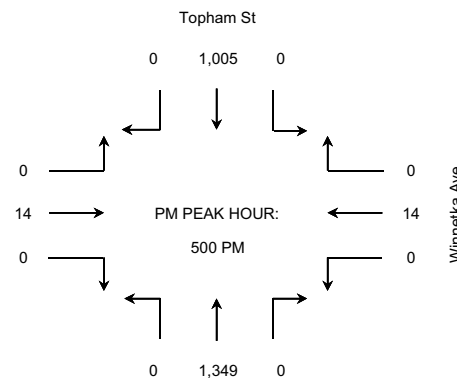
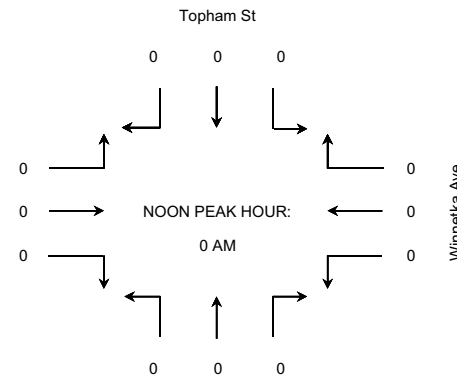
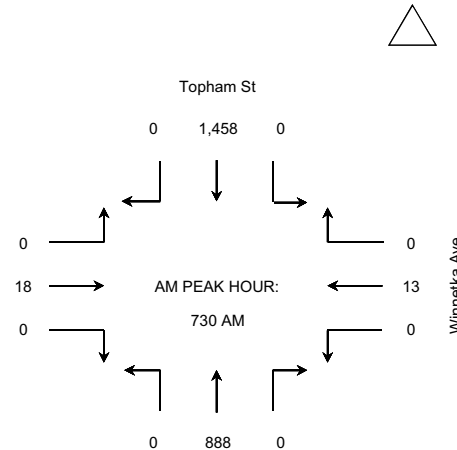
DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	2	1	0	3	0	0	333	0	0	188	0	527
4:15 - 4:30	0	4	0	0	4	0	0	314	0	0	198	0	520
4:30 - 4:45	0	3	0	1	5	0	0	280	0	0	219	0	508
4:45 - 5:00	0	5	0	0	4	0	0	315	0	0	234	0	558
5:00 - 5:15	0	3	0	0	3	0	0	333	0	0	239	0	578
5:15 - 5:30	0	4	0	0	4	0	0	318	0	0	258	0	584
5:30 - 5:45	0	4	0	0	3	0	0	339	0	0	266	0	612
5:45 - 6:00	0	3	0	0	4	0	0	359	0	0	242	0	608

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	14	1	1	16	0	0	1,242	0	0	839	0	2,113
4:15 - 5:15	0	15	0	1	16	0	0	1,242	0	0	890	0	2,164
4:30 - 5:30	0	15	0	1	16	0	0	1,246	0	0	950	0	2,228
4:45 - 5:45	0	16	0	0	14	0	0	1,305	0	0	997	0	2,332
5:00 - 6:00	0	14	0	0	14	0	0	1,349	0	0	1,005	0	2,382 *

Prepared by: National Data & Surveying Services

Project # 08-5075-019



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Fallbrook Ave

E/W STREET: Oxnard St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	21	12	13	6	25	4	1	180	12	31	249	3	557
7:15 - 7:30	13	16	13	3	18	5	2	210	15	33	297	4	629
7:30 - 7:45	15	42	20	9	49	6	5	273	19	43	423	5	909
7:45 - 8:00	29	47	25	10	73	10	6	272	29	49	453	12	1,015
8:00 - 8:15	35	15	29	15	55	17	4	297	37	52	339	7	902
8:15 - 8:30	32	13	25	4	37	8	2	201	29	46	290	9	696
8:30 - 8:45	28	11	37	2	27	4	0	204	37	54	302	6	712
8:45 - 9:00	19	10	33	3	20	1	4	226	26	44	268	6	660

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	78	117	71	28	165	25	14	935	75	156	1,422	24	3,110
7:15 - 8:15	92	120	87	37	195	38	17	1,052	100	177	1,512	28	3,455
7:30 - 8:30	111	117	99	38	214	41	17	1,043	114	190	1,505	33	3,522 *
7:45 - 8:45	124	86	116	31	192	39	12	974	132	201	1,384	34	3,325
8:00 - 9:00	114	49	124	24	139	30	10	928	129	196	1,199	28	2,970

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

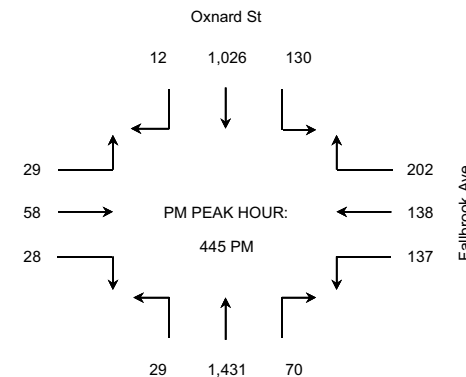
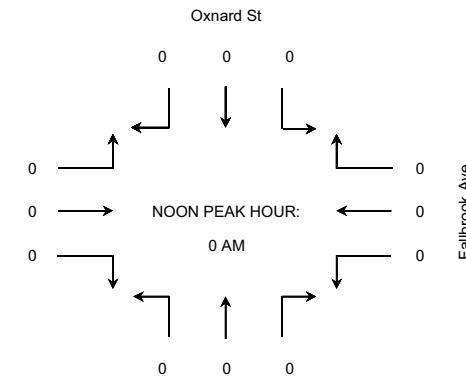
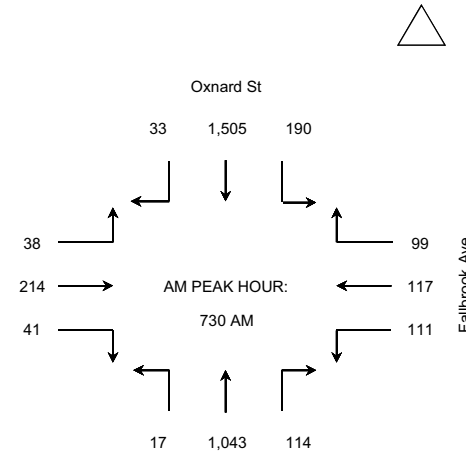
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	32	22	41	7	19	5	7	292	15	26	229	6	701
4:15 - 4:30	34	29	48	9	16	12	9	315	16	27	235	6	756
4:30 - 4:45	30	14	39	2	15	4	7	315	18	21	244	2	711
4:45 - 5:00	37	31	60	9	21	4	8	352	14	28	244	2	810
5:00 - 5:15	31	43	37	5	8	7	7	345	10	37	250	6	786
5:15 - 5:30	34	39	55	5	11	8	7	379	17	28	271	3	857
5:30 - 5:45	35	25	50	10	18	9	7	355	29	37	261	1	837
5:45 - 6:00	34	31	36	7	24	7	4	313	21	36	247	3	763

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	133	96	188	27	71	25	31	1,274	63	102	952	16	2,978
4:15 - 5:15	132	117	184	25	60	27	31	1,327	58	113	973	16	3,063
4:30 - 5:30	132	127	191	21	55	23	29	1,391	59	114	1,009	13	3,164
4:45 - 5:45	137	138	202	29	58	28	29	1,431	70	130	1,026	12	3,290 *
5:00 - 6:00	134	138	178	27	61	31	25	1,392	77	138	1,029	13	3,243

Prepared by: National Data & Surveying Services
Project # 08-5075-020



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Calvert St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	0	2	4	0	5	18	164	0	0	325	13	534
7:15 - 7:30	4	0	4	5	0	6	28	205	0	0	340	19	611
7:30 - 7:45	10	9	6	11	0	11	54	250	0	0	376	52	779
7:45 - 8:00	11	11	15	22	0	19	69	268	0	0	279	94	788
8:00 - 8:15	30	12	26	20	0	8	59	245	0	0	305	57	762
8:15 - 8:30	5	4	3	14	0	11	38	231	0	0	231	52	589
8:30 - 8:45	7	2	4	6	0	12	35	225	0	0	280	27	598
8:45 - 9:00	13	0	7	16	0	9	35	230	0	0	299	36	645

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	28	20	27	42	0	41	169	887	0	0	1,320	178	2,712
7:15 - 8:15	55	32	51	58	0	44	210	968	0	0	1,300	222	2,940 *
7:30 - 8:30	56	36	50	67	0	49	220	994	0	0	1,191	255	2,918
7:45 - 8:45	53	29	48	62	0	50	201	969	0	0	1,095	230	2,737
8:00 - 9:00	55	18	40	56	0	40	167	931	0	0	1,115	172	2,594

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

PERIOD: PM Peak Hour

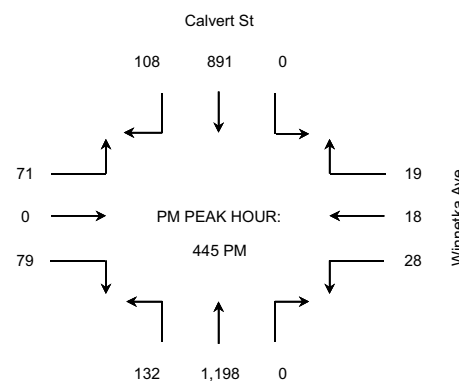
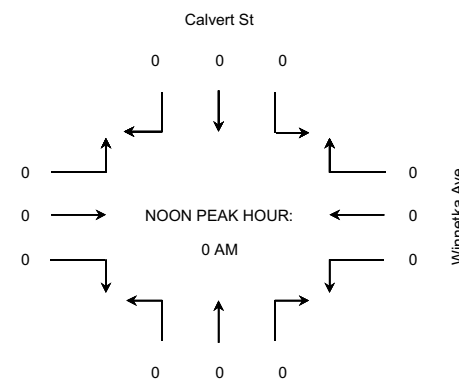
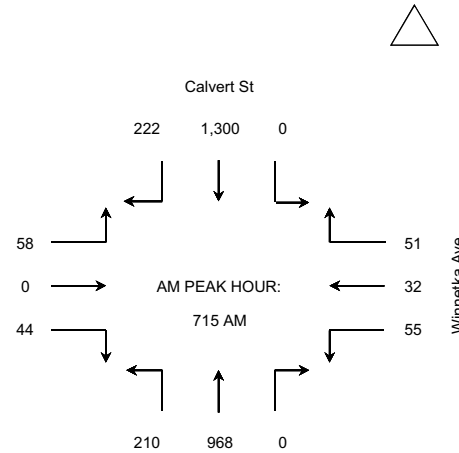
DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	12	1	7	28	0	18	21	300	0	0	196	15	598
4:15 - 4:30	18	2	7	18	0	18	14	304	0	0	224	21	626
4:30 - 4:45	9	2	1	14	0	22	25	278	0	0	206	15	572
4:45 - 5:00	9	6	8	16	0	17	23	305	0	0	228	21	633
5:00 - 5:15	4	1	1	17	0	32	30	302	0	0	221	33	641
5:15 - 5:30	8	4	6	23	0	18	34	303	0	0	232	29	657
5:30 - 5:45	7	7	4	15	0	12	45	288	0	0	210	25	613
5:45 - 6:00	3	0	3	13	0	22	41	289	0	0	218	30	619

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	48	11	23	76	0	75	83	1,187	0	0	854	72	2,429
4:15 - 5:15	40	11	17	65	0	89	92	1,189	0	0	879	90	2,472
4:30 - 5:30	30	13	16	70	0	89	112	1,188	0	0	887	98	2,503
4:45 - 5:45	28	18	19	71	0	79	132	1,198	0	0	891	108	2,544 *
5:00 - 6:00	22	12	14	68	0	84	150	1,182	0	0	881	117	2,530

Prepared by: National Data & Surveying Services

Project # 08-5075-021



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Oxnard St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	6	20	0	11	6	13	4	150	6	2	288	14	520
7:15 - 7:30	8	15	2	24	19	9	3	184	6	4	314	25	613
7:30 - 7:45	9	51	4	29	44	20	5	218	5	5	312	49	751
7:45 - 8:00	5	76	3	47	88	22	19	291	14	8	278	62	913
8:00 - 8:15	8	70	11	36	95	15	22	304	8	12	258	71	910
8:15 - 8:30	13	58	4	30	46	9	11	268	10	8	251	53	761
8:30 - 8:45	12	37	3	22	27	16	9	259	4	7	248	49	693
8:45 - 9:00	3	36	3	21	20	8	17	240	8	2	223	36	617

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	28	162	9	111	157	64	31	843	31	19	1,192	150	2,797
7:15 - 8:15	30	212	20	136	246	66	49	997	33	29	1,162	207	3,187
7:30 - 8:30	35	255	22	142	273	66	57	1,081	37	33	1,099	235	3,335 *
7:45 - 8:45	38	241	21	135	256	62	61	1,122	36	35	1,035	235	3,277
8:00 - 9:00	36	201	21	109	188	48	59	1,071	30	29	980	209	2,981

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

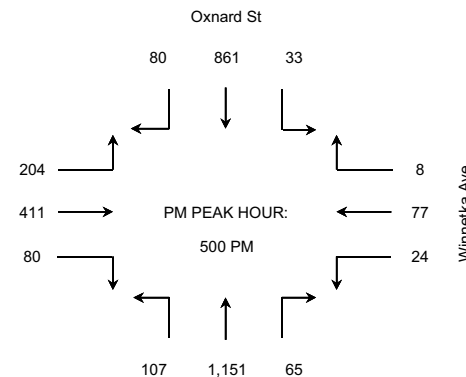
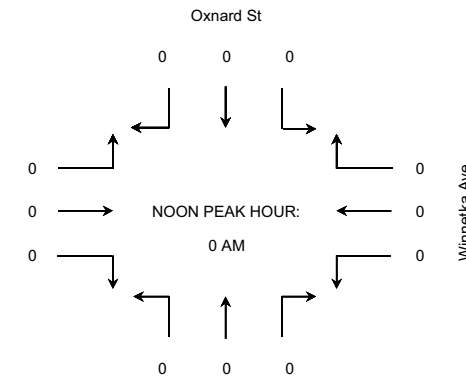
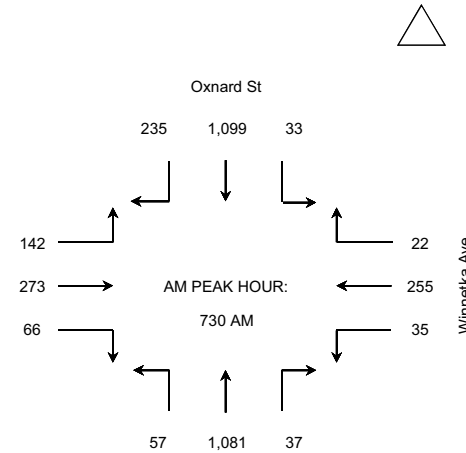
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	4	14	6	36	57	15	13	280	9	5	213	25	677
4:15 - 4:30	6	12	6	30	71	18	17	284	16	11	213	26	710
4:30 - 4:45	7	12	5	35	59	16	17	276	5	8	199	20	659
4:45 - 5:00	5	14	3	29	81	19	18	277	10	8	246	29	739
5:00 - 5:15	3	18	4	53	95	13	23	264	12	7	202	17	711
5:15 - 5:30	9	21	1	62	126	18	28	307	10	8	216	27	833
5:30 - 5:45	9	20	0	54	97	26	33	285	16	7	236	16	799
5:45 - 6:00	3	18	3	35	93	23	23	295	27	11	207	20	758

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	22	52	20	130	268	68	65	1,117	40	32	871	100	2,785
4:15 - 5:15	21	56	18	147	306	66	75	1,101	43	34	860	92	2,819
4:30 - 5:30	24	65	13	179	361	66	86	1,124	37	31	863	93	2,942
4:45 - 5:45	26	73	8	198	399	76	102	1,133	48	30	900	89	3,082
5:00 - 6:00	24	77	8	204	411	80	107	1,151	65	33	861	80	3,101 *

Prepared by: National Data & Surveying Services
Project # 08-5075-022



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Fallbrook Ave

E/W STREET: Burbank Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	5	11	9	9	24	9	1	125	6	18	187	17	421
7:15 - 7:30	2	24	9	18	37	26	7	153	3	12	279	27	597
7:30 - 7:45	5	75	10	33	67	17	22	231	6	21	285	67	839
7:45 - 8:00	14	96	24	47	98	26	19	273	7	27	429	88	1,148
8:00 - 8:15	4	33	25	64	113	42	3	270	9	45	378	25	1,011
8:15 - 8:30	5	17	8	19	64	21	6	216	3	32	296	22	709
8:30 - 8:45	7	20	17	15	40	14	2	195	7	23	291	13	644
8:45 - 9:00	8	25	8	14	52	8	6	218	11	17	247	11	625

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	26	206	52	107	226	78	49	782	22	78	1,180	199	3,005
7:15 - 8:15	25	228	68	162	315	111	51	927	25	105	1,371	207	3,595
7:30 - 8:30	28	221	67	163	342	106	50	990	25	125	1,388	202	3,707 *
7:45 - 8:45	30	166	74	145	315	103	30	954	26	127	1,394	148	3,512
8:00 - 9:00	24	95	58	112	269	85	17	899	30	117	1,212	71	2,989

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

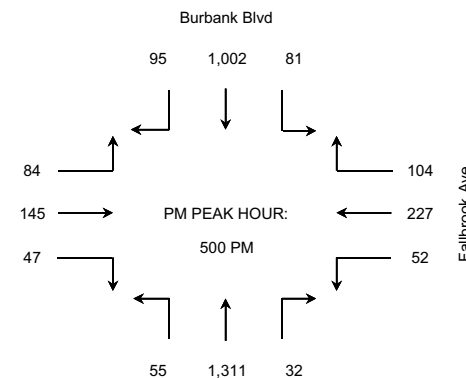
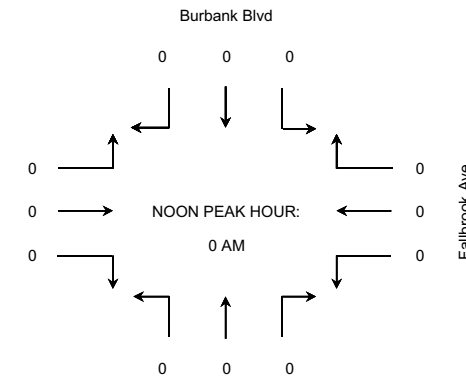
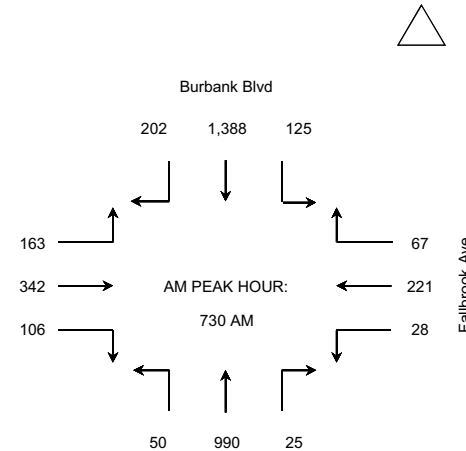
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	9	39	31	24	35	15	8	241	7	13	198	17	637
4:15 - 4:30	7	35	31	20	32	18	10	305	8	28	233	19	746
4:30 - 4:45	5	35	24	19	32	18	10	303	8	19	211	16	700
4:45 - 5:00	6	37	28	20	30	6	13	319	7	13	246	17	742
5:00 - 5:15	15	57	26	16	26	9	15	331	6	12	241	20	774
5:15 - 5:30	12	56	29	17	38	12	17	352	8	21	255	26	843
5:30 - 5:45	17	57	25	26	46	7	13	312	8	15	272	25	823
5:45 - 6:00	8	57	24	25	35	19	10	316	10	33	234	24	795

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	27	146	114	83	129	57	41	1,168	30	73	888	69	2,825
4:15 - 5:15	33	164	109	75	120	51	48	1,258	29	72	931	72	2,962
4:30 - 5:30	38	185	107	72	126	45	55	1,305	29	65	953	79	3,059
4:45 - 5:45	50	207	108	79	140	34	58	1,314	29	61	1,014	88	3,182
5:00 - 6:00	52	227	104	84	145	47	55	1,311	32	81	1,002	95	3,235 *

Prepared by: National Data & Surveying Services
Project # 08-5075-023



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Hatteras St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	10	0	0	0	0	2	1	214	2	1	317	3	550
7:15 - 7:30	9	0	4	1	1	5	0	232	3	3	332	1	591
7:30 - 7:45	15	4	2	4	1	4	2	245	5	7	284	2	575
7:45 - 8:00	8	1	7	1	2	1	0	294	11	10	249	3	587
8:00 - 8:15	4	3	3	2	0	1	0	295	7	0	282	1	598
8:15 - 8:30	8	0	2	0	0	6	2	278	3	2	305	3	609
8:30 - 8:45	10	0	0	1	0	4	4	257	3	1	272	1	553
8:45 - 9:00	7	0	2	1	2	1	5	239	7	2	237	1	504

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	42	5	13	6	4	12	3	985	21	21	1,182	9	2,303
7:15 - 8:15	36	8	16	8	4	11	2	1,066	26	20	1,147	7	2,351
7:30 - 8:30	35	8	14	7	3	12	4	1,112	26	19	1,120	9	2,369 *
7:45 - 8:45	30	4	12	4	2	12	6	1,124	24	13	1,108	8	2,347
8:00 - 9:00	29	3	7	4	2	12	11	1,069	20	5	1,096	6	2,264

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

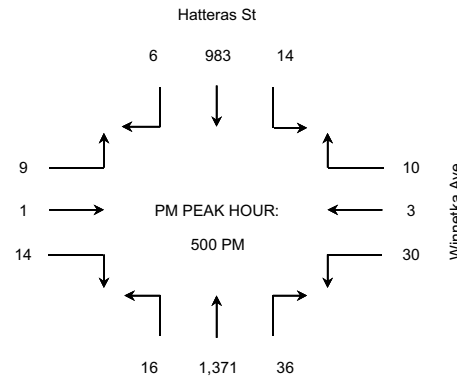
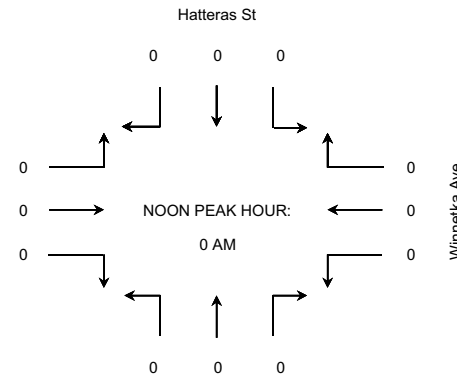
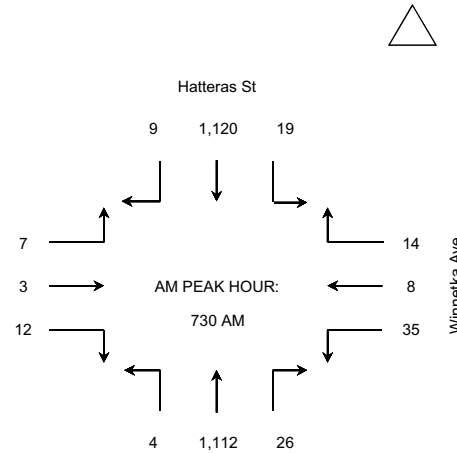
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	7	1	3	1	1	3	3	287	6	3	230	0	545
4:15 - 4:30	8	0	2	4	1	0	8	284	9	4	219	0	539
4:30 - 4:45	13	1	5	1	0	5	4	287	7	2	221	3	549
4:45 - 5:00	9	0	7	3	1	3	7	291	6	2	255	5	589
5:00 - 5:15	8	1	5	4	0	8	8	309	6	6	238	1	594
5:15 - 5:30	9	1	2	2	0	1	4	333	13	1	246	0	612
5:30 - 5:45	6	0	2	1	0	3	1	377	8	3	266	3	670
5:45 - 6:00	7	1	1	2	1	2	3	352	9	4	233	2	617

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	37	2	17	9	3	11	22	1,149	28	11	925	8	2,222
4:15 - 5:15	38	2	19	12	2	16	27	1,171	28	14	933	9	2,271
4:30 - 5:30	39	3	19	10	1	17	23	1,220	32	11	960	9	2,344
4:45 - 5:45	32	2	16	10	1	15	20	1,310	33	12	1,005	9	2,465
5:00 - 6:00	30	3	10	9	1	14	16	1,371	36	14	983	6	2,493 *

Prepared by: National Data & Surveying Services
Project # 08-5075-024



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Clark St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	1	0	17	3	186	0	0	275	1	483
7:15 - 7:30	0	0	0	5	0	25	7	221	0	0	277	7	542
7:30 - 7:45	0	0	0	18	1	53	9	266	0	0	289	6	642
7:45 - 8:00	0	0	0	25	1	66	16	318	0	0	292	1	719
8:00 - 8:15	0	0	0	1	0	41	10	308	0	0	313	6	679
8:15 - 8:30	0	0	0	6	1	31	7	266	0	0	297	6	614
8:30 - 8:45	0	0	0	4	0	30	7	286	0	0	290	3	620
8:45 - 9:00	0	0	0	5	0	23	5	220	0	0	275	2	530

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	49	2	161	35	991	0	0	1,133	15	2,386
7:15 - 8:15	0	0	0	49	2	185	42	1,113	0	0	1,171	20	2,582
7:30 - 8:30	0	0	0	50	3	191	42	1,158	0	0	1,191	19	2,654 *
7:45 - 8:45	0	0	0	36	2	168	40	1,178	0	0	1,192	16	2,632
8:00 - 9:00	0	0	0	16	1	125	29	1,080	0	0	1,175	17	2,443

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

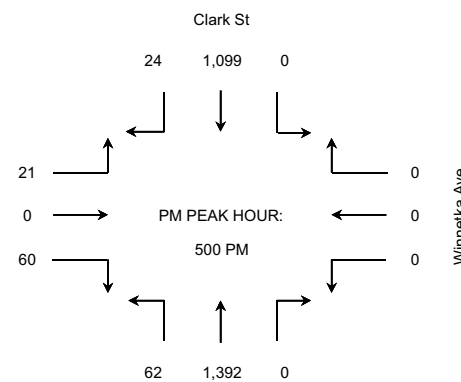
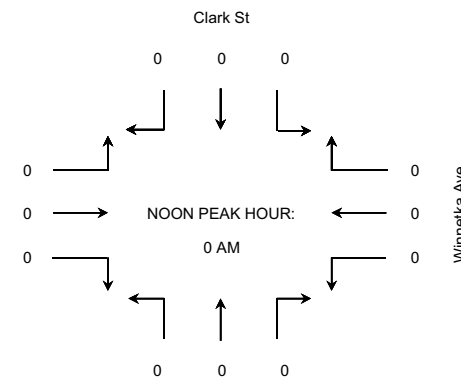
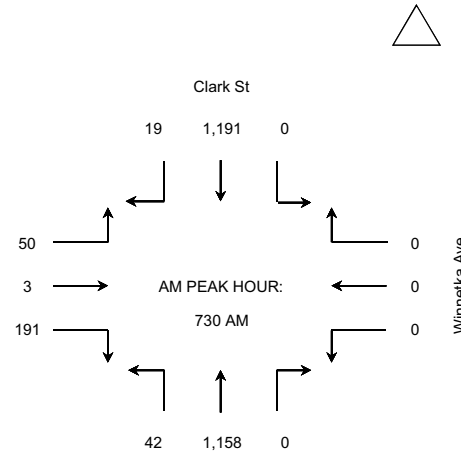
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	0	0	5	0	13	21	284	0	0	204	6	533
4:15 - 4:30	0	0	0	8	1	10	9	307	0	0	230	7	572
4:30 - 4:45	0	0	0	5	0	13	21	309	0	0	212	7	567
4:45 - 5:00	0	0	0	7	0	17	15	304	0	0	232	7	582
5:00 - 5:15	0	0	0	5	0	15	18	315	0	0	268	5	626
5:15 - 5:30	0	0	0	4	0	14	11	352	0	0	284	8	673
5:30 - 5:45	0	0	0	7	0	15	13	411	0	0	266	6	718
5:45 - 6:00	0	0	0	5	0	16	20	314	0	0	281	5	641

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	0	0	25	1	53	66	1,204	0	0	878	27	2,254
4:15 - 5:15	0	0	0	25	1	55	63	1,235	0	0	942	26	2,347
4:30 - 5:30	0	0	0	21	0	59	65	1,280	0	0	996	27	2,448
4:45 - 5:45	0	0	0	23	0	61	57	1,382	0	0	1,050	26	2,599
5:00 - 6:00	0	0	0	21	0	60	62	1,392	0	0	1,099	24	2,658 *

Prepared by: National Data & Surveying Services
Project # 08-5075-025



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: 101 Ventura Fwy WB

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	52	6	54	0	0	0	25	132	0	0	230	111	610
7:15 - 7:30	71	4	93	0	0	0	41	153	0	0	212	106	680
7:30 - 7:45	84	3	136	0	0	0	35	172	0	0	225	115	770
7:45 - 8:00	59	2	139	0	0	0	25	216	0	0	209	123	773
8:00 - 8:15	43	2	104	0	0	0	28	188	0	0	228	114	707
8:15 - 8:30	56	3	82	0	0	0	16	185	0	0	203	106	651
8:30 - 8:45	42	1	84	0	0	0	24	169	0	0	195	102	617
8:45 - 9:00	62	2	112	0	0	0	24	105	0	0	189	90	584

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	266	15	422	0	0	0	126	673	0	0	876	455	2,833
7:15 - 8:15	257	11	472	0	0	0	129	729	0	0	874	458	2,930 *
7:30 - 8:30	242	10	461	0	0	0	104	761	0	0	865	458	2,901
7:45 - 8:45	200	8	409	0	0	0	93	758	0	0	835	445	2,748
8:00 - 9:00	203	8	382	0	0	0	92	647	0	0	815	412	2,559

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

PERIOD: PM Peak Hour

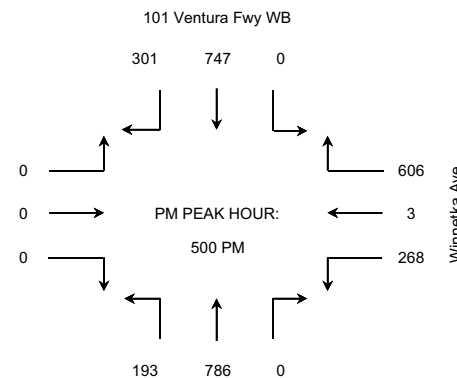
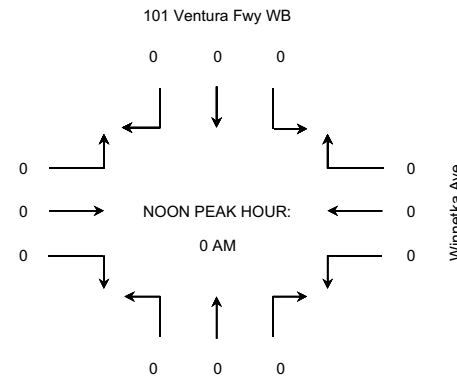
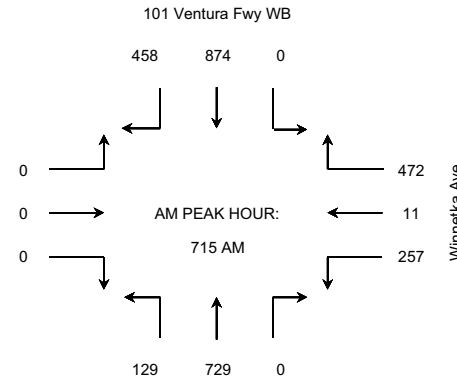
DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	68	0	178	0	0	0	52	194	0	0	199	69	760
4:15 - 4:30	78	0	125	0	0	0	54	190	0	0	182	95	724
4:30 - 4:45	62	0	157	0	0	0	51	176	0	0	184	67	697
4:45 - 5:00	66	1	149	0	0	0	43	188	0	0	184	62	693
5:00 - 5:15	82	1	147	0	0	0	32	177	0	0	181	76	696
5:15 - 5:30	64	2	123	0	0	0	55	206	0	0	179	71	700
5:30 - 5:45	66	0	166	0	0	0	51	202	0	0	193	76	754
5:45 - 6:00	56	0	170	0	0	0	55	201	0	0	194	78	754

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	274	1	609	0	0	0	200	748	0	0	749	293	2,874
4:15 - 5:15	288	2	578	0	0	0	180	731	0	0	731	300	2,810
4:30 - 5:30	274	4	576	0	0	0	181	747	0	0	728	276	2,786
4:45 - 5:45	278	4	585	0	0	0	181	773	0	0	737	285	2,843
5:00 - 6:00	268	3	606	0	0	0	193	786	0	0	747	301	2,904 *

Prepared by: National Data & Surveying Services

Project # 08-5075-026



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: 101 Ventura Fwy EB

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	83	2	88	0	57	38	129	156	0	553
7:15 - 7:30	0	0	0	71	0	49	0	91	47	120	184	0	562
7:30 - 7:45	0	0	0	67	0	41	0	113	44	66	182	0	513
7:45 - 8:00	0	0	0	101	0	66	0	124	48	62	193	0	594
8:00 - 8:15	0	0	0	98	0	65	0	132	59	93	187	0	634
8:15 - 8:30	0	0	0	109	0	79	0	112	38	111	177	0	626
8:30 - 8:45	0	0	0	93	0	70	0	113	19	77	166	0	538
8:45 - 9:00	0	0	0	91	2	81	0	91	37	63	163	0	528

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	322	2	244	0	385	177	377	715	0	2,222
7:15 - 8:15	0	0	0	337	0	221	0	460	198	341	746	0	2,303
7:30 - 8:30	0	0	0	375	0	251	0	481	189	332	739	0	2,367
7:45 - 8:45	0	0	0	401	0	280	0	481	164	343	723	0	2,392 *
8:00 - 9:00	0	0	0	391	2	295	0	448	153	344	693	0	2,326

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

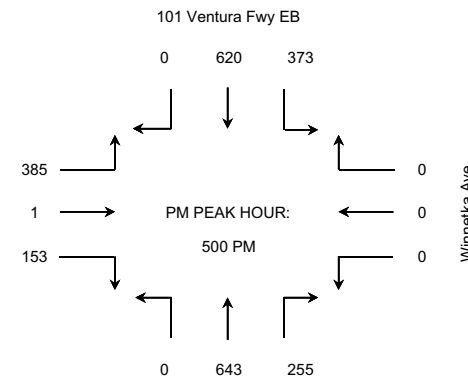
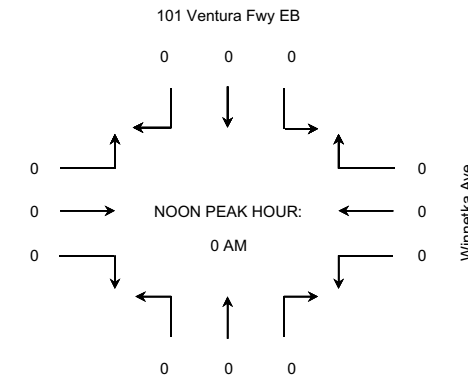
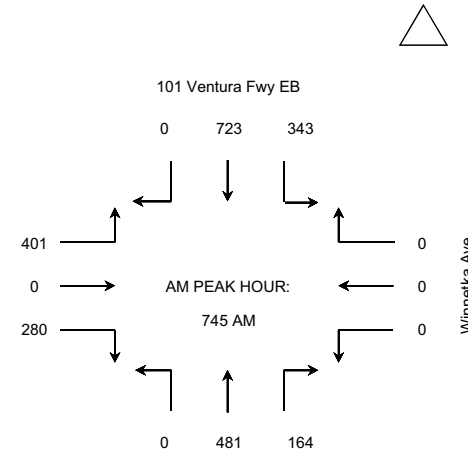
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	0	0	69	0	40	0	153	54	87	168	0	571
4:15 - 4:30	0	0	0	103	0	36	0	125	65	86	176	0	591
4:30 - 4:45	0	0	0	78	0	28	0	153	57	94	162	0	572
4:45 - 5:00	0	0	0	89	1	40	0	139	61	85	169	0	584
5:00 - 5:15	0	0	0	76	0	35	0	185	65	96	151	0	608
5:15 - 5:30	0	0	0	100	1	39	0	167	68	100	149	0	624
5:30 - 5:45	0	0	0	94	0	43	0	135	60	92	130	0	554
5:45 - 6:00	0	0	0	115	0	36	0	156	62	85	190	0	644

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	0	0	339	1	144	0	570	237	352	675	0	2,318
4:15 - 5:15	0	0	0	346	1	139	0	602	248	361	658	0	2,355
4:30 - 5:30	0	0	0	343	2	142	0	644	251	375	631	0	2,388
4:45 - 5:45	0	0	0	359	2	157	0	626	254	373	599	0	2,370
5:00 - 6:00	0	0	0	385	1	153	0	643	255	373	620	0	2,430 *

Prepared by: National Data & Surveying Services
Project # 08-5075-027



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Ventura Blvd

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	17	93	22	38	232	7	14	39	8	104	70	25	669
7:15 - 7:30	14	143	32	36	336	9	13	77	6	95	101	33	895
7:30 - 7:45	26	179	32	64	362	8	12	83	5	86	124	42	1,023
7:45 - 8:00	23	268	55	60	337	14	19	86	15	80	118	57	1,132
8:00 - 8:15	14	208	61	51	334	15	21	69	9	97	101	68	1,048
8:15 - 8:30	13	194	35	32	333	7	25	49	9	89	97	74	957
8:30 - 8:45	7	182	34	41	224	5	20	54	10	96	86	73	832
8:45 - 9:00	6	170	40	38	213	8	20	42	14	74	68	80	773

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	80	683	141	198	1,267	38	58	285	34	365	413	157	3,719
7:15 - 8:15	77	798	180	211	1,369	46	65	315	35	358	444	200	4,098
7:30 - 8:30	76	849	183	207	1,366	44	77	287	38	352	440	241	4,160 *
7:45 - 8:45	57	852	185	184	1,228	41	85	258	43	362	402	272	3,969
8:00 - 9:00	40	754	170	162	1,104	35	86	214	42	356	352	295	3,610

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

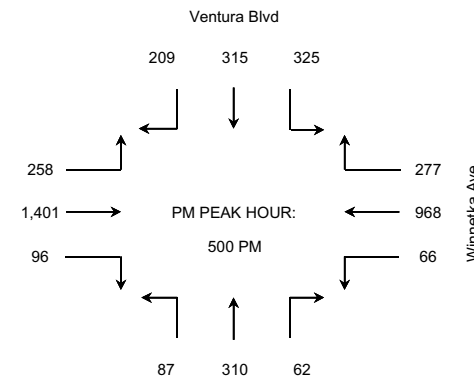
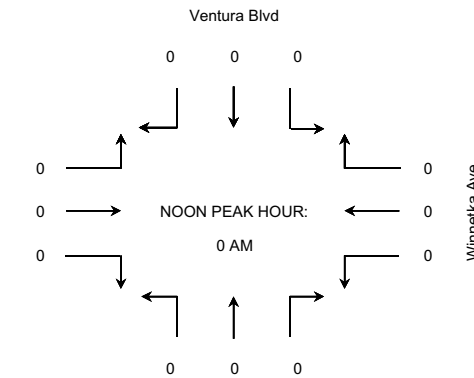
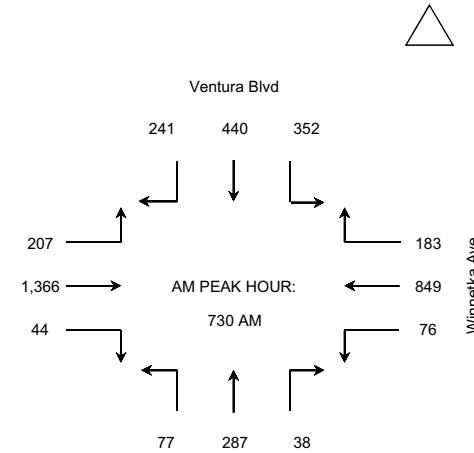
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	11	220	69	61	269	16	26	74	7	76	74	61	964
4:15 - 4:30	9	260	76	57	288	13	14	85	9	60	63	46	980
4:30 - 4:45	10	245	74	64	285	25	17	77	9	60	67	44	977
4:45 - 5:00	12	230	62	63	270	31	29	84	10	75	67	53	986
5:00 - 5:15	8	253	78	69	342	27	17	76	19	89	72	48	1,098
5:15 - 5:30	15	221	76	69	356	27	24	79	14	74	74	51	1,080
5:30 - 5:45	17	255	62	64	381	18	28	78	12	79	82	47	1,123
5:45 - 6:00	26	239	61	56	322	24	18	77	17	83	87	63	1,073

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	42	955	281	245	1,112	85	86	320	35	271	271	204	3,907
4:15 - 5:15	39	988	290	253	1,185	96	77	322	47	284	269	191	4,041
4:30 - 5:30	45	949	290	265	1,253	110	87	316	52	298	280	196	4,141
4:45 - 5:45	52	959	278	265	1,349	103	98	317	55	317	295	199	4,287
5:00 - 6:00	66	968	277	258	1,401	96	87	310	62	325	315	209	4,374 *

Prepared by: National Data & Surveying Services
Project # 08-5075-028



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Sale Ave

E/W STREET: Ventura Blvd

PERIOD: AM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	1	155	1	0	172	0	0	0	1	0	0	1	331
7:15 - 7:30	6	210	7	3	212	2	1	0	2	4	1	3	451
7:30 - 7:45	3	260	2	4	237	6	2	0	3	1	1	5	524
7:45 - 8:00	12	303	5	3	300	4	2	0	7	8	0	6	650
8:00 - 8:15	14	284	8	3	289	11	3	0	4	4	1	2	623
8:15 - 8:30	7	253	10	5	238	1	0	0	2	9	1	5	531
8:30 - 8:45	16	251	3	2	211	3	4	1	11	7	0	6	515
8:45 - 9:00	16	252	5	7	229	6	3	1	6	2	0	2	529

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	22	928	15	10	921	12	5	0	13	13	2	15	1,956
7:15 - 8:15	35	1,057	22	13	1,038	23	8	0	16	17	3	16	2,248
7:30 - 8:30	36	1,100	25	15	1,064	22	7	0	16	22	3	18	2,328 *
7:45 - 8:45	49	1,091	26	13	1,038	19	9	1	24	28	2	19	2,319
8:00 - 9:00	53	1,040	26	17	967	21	10	2	23	22	2	15	2,198

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

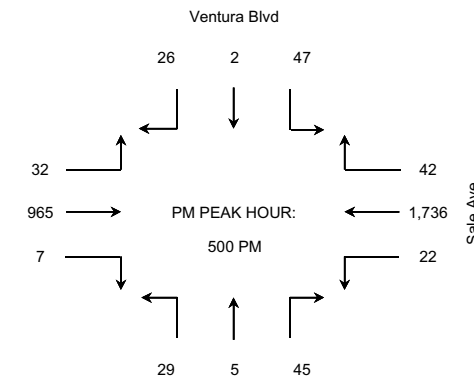
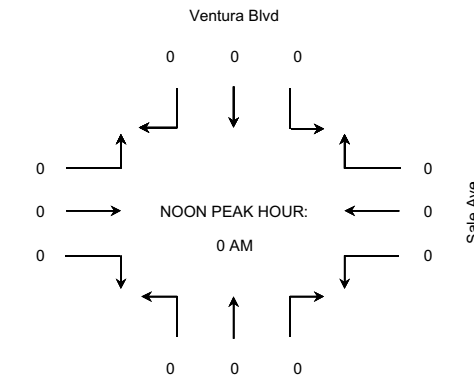
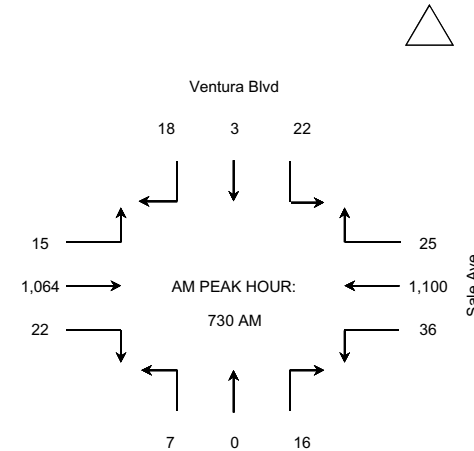
PERIOD: PM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	12	392	7	14	235	0	7	3	13	3	1	5	692
4:15 - 4:30	14	374	7	5	228	7	6	4	14	11	1	5	676
4:30 - 4:45	10	404	7	7	219	2	5	1	17	7	1	5	685
4:45 - 5:00	6	411	12	14	232	3	10	0	22	9	0	4	723
5:00 - 5:15	6	404	8	4	240	3	13	2	16	23	1	10	730
5:15 - 5:30	6	445	9	9	233	1	9	2	9	5	1	4	733
5:30 - 5:45	7	453	11	8	249	1	6	1	9	11	0	5	761
5:45 - 6:00	3	434	14	11	243	2	1	0	11	8	0	7	734

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	42	1,581	33	40	914	12	28	8	66	30	3	19	2,776
4:15 - 5:15	36	1,593	34	30	919	15	34	7	69	50	3	24	2,814
4:30 - 5:30	28	1,664	36	34	924	9	37	5	64	44	3	23	2,871
4:45 - 5:45	25	1,713	40	35	954	8	38	5	56	48	2	23	2,947
5:00 - 6:00	22	1,736	42	32	965	7	29	5	45	47	2	26	2,958 *

Prepared by: National Data & Surveying Services
Project # 08-5075-029



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Canyon Blvd

E/W STREET: Mullholland Dr

PERIOD: AM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	7	16	2	94	2	42	12	75	1	2	198	123	574
7:15 - 7:30	10	19	6	124	17	58	26	87	1	4	202	171	725
7:30 - 7:45	5	41	12	167	21	44	26	113	7	2	224	150	812
7:45 - 8:00	3	16	18	145	16	44	27	122	1	5	206	136	739
8:00 - 8:15	5	42	6	152	8	34	33	93	7	8	216	191	795
8:15 - 8:30	3	17	6	198	11	52	26	104	1	3	208	132	761
8:30 - 8:45	4	19	12	191	9	27	16	87	0	5	154	80	604
8:45 - 9:00	6	14	10	139	11	21	38	83	2	2	143	82	551

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	25	92	38	530	56	188	91	397	10	13	830	580	2,850
7:15 - 8:15	23	118	42	588	62	180	112	415	16	19	848	648	3,071
7:30 - 8:30	16	116	42	662	56	174	112	432	16	18	854	609	3,107 *
7:45 - 8:45	15	94	42	686	44	157	102	406	9	21	784	539	2,899
8:00 - 9:00	18	92	34	680	39	134	113	367	10	18	721	485	2,711

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

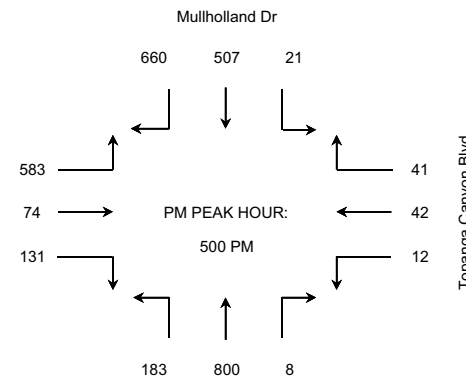
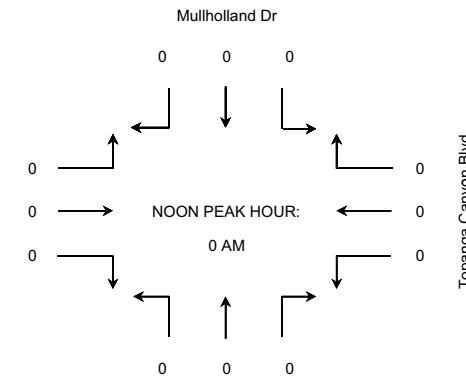
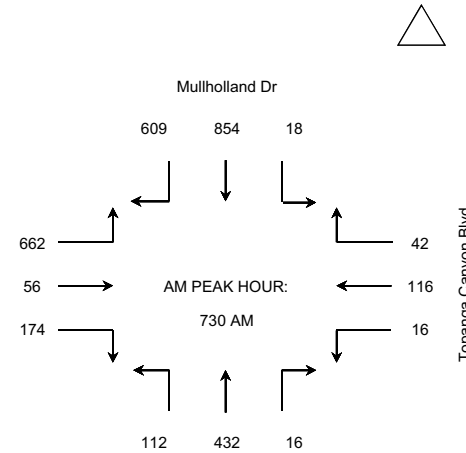
PERIOD: PM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	4	11	8	116	19	15	36	153	4	8	84	108	566
4:15 - 4:30	3	8	7	123	21	36	31	172	5	9	115	150	680
4:30 - 4:45	3	9	10	131	18	24	43	250	3	5	101	155	752
4:45 - 5:00	5	11	4	122	20	33	42	211	1	11	120	147	727
5:00 - 5:15	5	14	9	151	14	36	45	212	0	5	133	150	774
5:15 - 5:30	3	8	13	134	20	36	35	172	1	4	124	177	727
5:30 - 5:45	2	12	10	155	19	27	56	226	5	3	129	181	825
5:45 - 6:00	2	8	9	143	21	32	47	190	2	9	121	152	736

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	15	39	29	492	78	108	152	786	13	33	420	560	2,725
4:15 - 5:15	16	42	30	527	73	129	161	845	9	30	469	602	2,933
4:30 - 5:30	16	42	36	538	72	129	165	845	5	25	478	629	2,980
4:45 - 5:45	15	45	36	562	73	132	178	821	7	23	506	655	3,053
5:00 - 6:00	12	42	41	583	74	131	183	800	8	21	507	660	3,062 *

Prepared by: National Data & Surveying Services
Project # 08-5075-030



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Fallbrook Ave

E/W STREET: Ventura Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	25	70	58	11	46	2	6	86	23	114	37	86	564
7:15 - 7:30	22	101	71	16	51	0	10	100	25	136	45	129	706
7:30 - 7:45	32	120	82	12	73	5	24	151	22	144	60	128	853
7:45 - 8:00	50	162	96	31	95	10	17	151	22	141	85	142	1,002
8:00 - 8:15	43	142	100	20	97	6	8	161	27	161	80	151	996
8:15 - 8:30	33	111	62	21	83	4	8	154	24	113	66	134	813
8:30 - 8:45	42	161	84	28	67	2	6	136	44	109	63	101	843
8:45 - 9:00	22	151	79	22	83	4	15	62	32	131	56	128	785

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	129	453	307	70	265	17	57	488	92	535	227	485	3,125
7:15 - 8:15	147	525	349	79	316	21	59	563	96	582	270	550	3,557
7:30 - 8:30	158	535	340	84	348	25	57	617	95	559	291	555	3,664 *
7:45 - 8:45	168	576	342	100	342	22	39	602	117	524	294	528	3,654
8:00 - 9:00	140	565	325	91	330	16	37	513	127	514	265	514	3,437

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

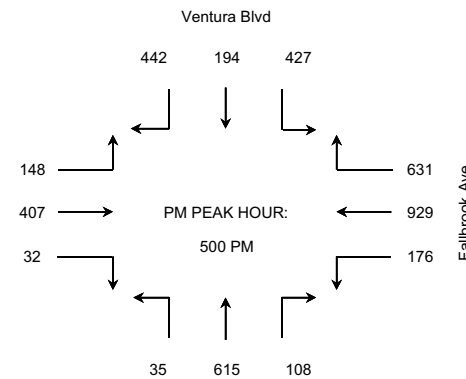
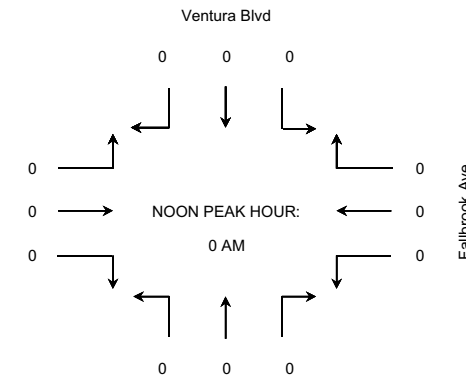
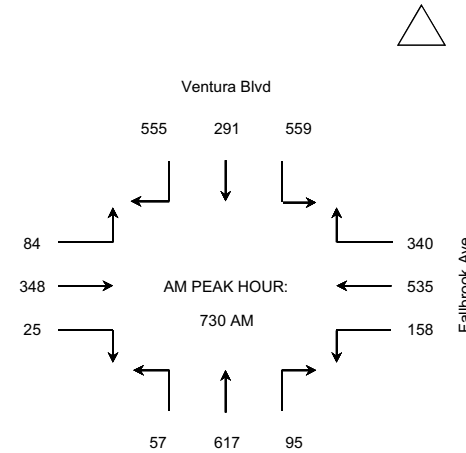
PERIOD: PM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	50	213	112	26	111	7	13	126	37	95	49	101	940
4:15 - 4:30	41	214	128	34	108	1	6	158	36	103	44	100	973
4:30 - 4:45	42	211	151	33	100	9	7	147	33	94	46	77	950
4:45 - 5:00	43	221	164	36	99	2	5	146	27	97	45	87	972
5:00 - 5:15	49	219	160	44	107	4	8	119	34	92	49	100	985
5:15 - 5:30	39	238	155	29	100	6	11	154	28	131	55	110	1,056
5:30 - 5:45	50	262	151	30	101	5	7	175	26	101	42	121	1,071
5:45 - 6:00	38	210	165	45	99	17	9	167	20	103	48	111	1,032

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	176	859	555	129	418	19	31	577	133	389	184	365	3,835
4:15 - 5:15	175	865	603	147	414	16	26	570	130	386	184	364	3,880
4:30 - 5:30	173	889	630	142	406	21	31	566	122	414	195	374	3,963
4:45 - 5:45	181	940	630	139	407	17	31	594	115	421	191	418	4,084
5:00 - 6:00	176	929	631	148	407	32	35	615	108	427	194	442	4,144 *

Prepared by: National Data & Surveying Services
Project # 08-5075-031



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Woodlake Ave/101 Ventura Fwy

E/W STREET: Ventura Blvd

PERIOD: AM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	89	75	6	0	41	2	8	9	9	17	11	2	269
7:15 - 7:30	172	94	8	4	56	2	5	16	5	20	25	8	415
7:30 - 7:45	136	112	27	11	71	17	7	28	4	22	45	12	492
7:45 - 8:00	90	159	26	8	89	28	6	20	9	23	55	7	520
8:00 - 8:15	91	145	12	4	74	36	1	20	14	16	57	15	485
8:15 - 8:30	120	123	10	7	72	22	1	13	7	15	64	5	459
8:30 - 8:45	155	101	8	8	55	5	2	8	9	18	40	3	412
8:45 - 9:00	154	91	12	7	53	7	3	8	11	13	32	8	399

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	487	440	67	23	257	49	26	73	27	82	136	29	1,696
7:15 - 8:15	489	510	73	27	290	83	19	84	32	81	182	42	1,912
7:30 - 8:30	437	539	75	30	306	103	15	81	34	76	221	39	1,956 *
7:45 - 8:45	456	528	56	27	290	91	10	61	39	72	216	30	1,876
8:00 - 9:00	520	460	42	26	254	70	7	49	41	62	193	31	1,755

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

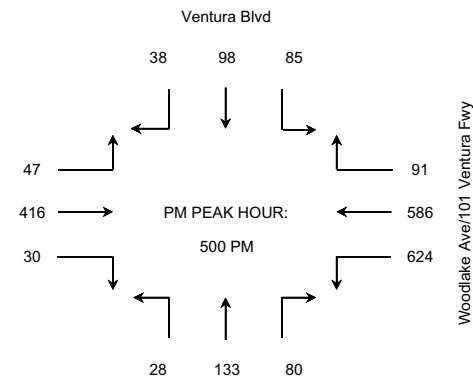
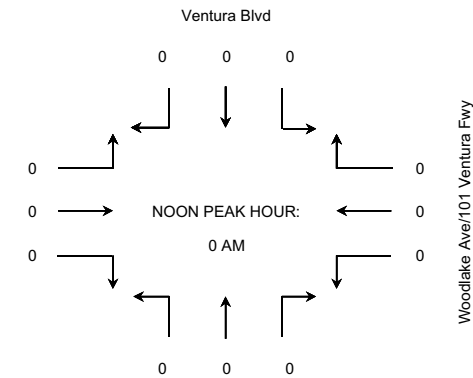
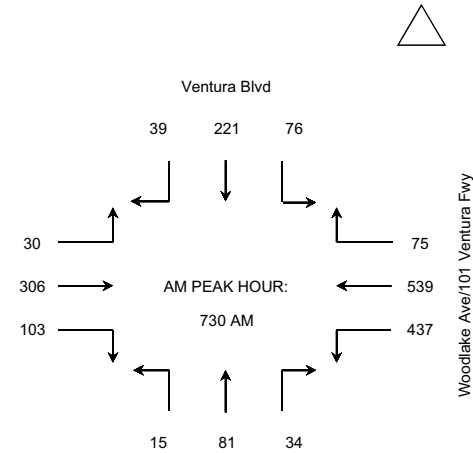
PERIOD: PM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	174	134	23	12	94	5	8	30	15	23	22	3	543
4:15 - 4:30	162	121	16	17	88	3	6	37	14	17	20	7	508
4:30 - 4:45	160	129	14	7	94	2	4	30	12	25	24	5	506
4:45 - 5:00	151	123	26	8	109	3	3	25	22	12	17	9	508
5:00 - 5:15	162	141	20	15	90	7	7	30	18	31	20	8	549
5:15 - 5:30	154	150	24	11	110	5	10	32	21	18	34	11	580
5:30 - 5:45	159	162	16	16	110	10	6	36	17	20	19	10	581
5:45 - 6:00	149	133	31	5	106	8	5	35	24	16	25	9	546

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	647	507	79	44	385	13	21	122	63	77	83	24	2,065
4:15 - 5:15	635	514	76	47	381	15	20	122	66	85	81	29	2,071
4:30 - 5:30	627	543	84	41	403	17	24	117	73	86	95	33	2,143
4:45 - 5:45	626	576	86	50	419	25	26	123	78	81	90	38	2,218
5:00 - 6:00	624	586	91	47	416	30	28	133	80	85	98	38	2,256 *

Prepared by: National Data & Surveying Services
Project # 08-5075-032



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Tampa Ave

E/W STREET: Ventura Blvd

PERIOD: AM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	1	99	33	16	357	2	4	11	5	167	19	34	748
7:15 - 7:30	2	156	41	15	384	10	14	31	3	164	24	38	882
7:30 - 7:45	1	241	80	16	463	17	15	25	6	139	27	72	1,102
7:45 - 8:00	2	287	86	25	424	16	16	29	7	149	52	71	1,164
8:00 - 8:15	6	237	71	19	465	11	23	24	8	153	34	50	1,101
8:15 - 8:30	6	212	46	18	408	12	7	26	9	130	24	83	981
8:30 - 8:45	3	170	44	15	294	4	13	20	4	142	18	55	782
8:45 - 9:00	8	172	63	21	306	9	10	27	5	161	46	64	892

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	6	783	240	72	1,628	45	49	96	21	619	122	215	3,896
7:15 - 8:15	11	921	278	75	1,736	54	68	109	24	605	137	231	4,249
7:30 - 8:30	15	977	283	78	1,760	56	61	104	30	571	137	276	4,348 *
7:45 - 8:45	17	906	247	77	1,591	43	59	99	28	574	128	259	4,028
8:00 - 9:00	23	791	224	73	1,473	36	53	97	26	586	122	252	3,756

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

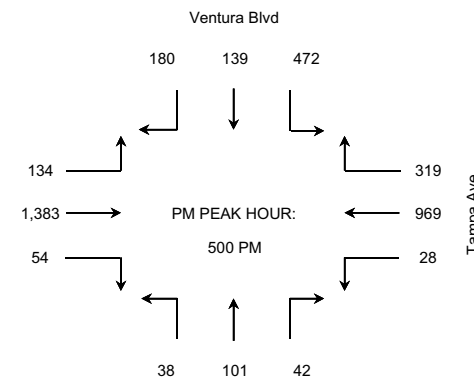
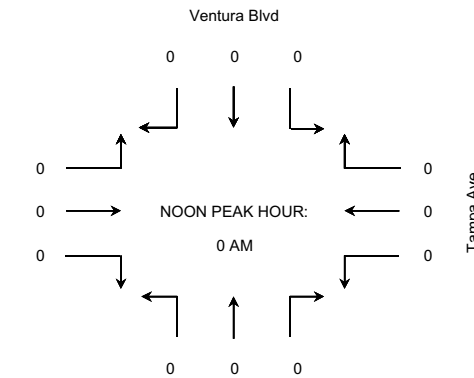
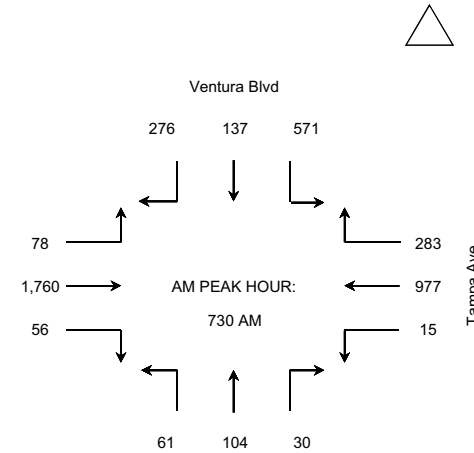
PERIOD: PM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	9	245	78	27	313	10	9	25	12	133	47	56	964
4:15 - 4:30	6	263	88	21	320	13	10	24	5	127	46	59	982
4:30 - 4:45	3	254	70	29	294	10	12	24	8	107	24	55	890
4:45 - 5:00	9	237	69	29	294	10	10	19	5	116	31	51	880
5:00 - 5:15	4	264	90	38	339	5	8	24	10	123	36	44	985
5:15 - 5:30	6	241	85	35	371	15	7	28	9	130	26	35	988
5:30 - 5:45	11	240	71	24	344	15	13	28	11	110	30	47	944
5:45 - 6:00	7	224	73	37	329	19	10	21	12	109	47	54	942

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	27	999	305	106	1,221	43	41	92	30	483	148	221	3,716
4:15 - 5:15	22	1,018	317	117	1,247	38	40	91	28	473	137	209	3,737
4:30 - 5:30	22	996	314	131	1,298	40	37	95	32	476	117	185	3,743
4:45 - 5:45	30	982	315	126	1,348	45	38	99	35	479	123	177	3,797
5:00 - 6:00	28	969	319	134	1,383	54	38	101	42	472	139	180	3,859 *

Prepared by: National Data & Surveying Services
Project # 08-5075-033



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Tampa Ave

E/W STREET: 101 Ventura Fwy EB

PERIOD: AM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	54	0	40	0	63	0	0	183	0	340
7:15 - 7:30	0	0	0	69	0	33	0	84	0	0	190	0	376
7:30 - 7:45	0	0	0	95	0	33	0	124	0	0	207	0	459
7:45 - 8:00	0	0	0	93	0	41	0	138	0	0	228	0	500
8:00 - 8:15	0	0	0	85	0	30	0	117	0	0	207	0	439
8:15 - 8:30	0	0	0	71	0	32	0	87	0	0	205	0	395
8:30 - 8:45	0	0	0	103	0	40	0	81	0	0	177	0	401
8:45 - 9:00	0	0	0	127	0	74	0	110	0	0	194	0	505

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	311	0	147	0	409	0	0	808	0	1,675
7:15 - 8:15	0	0	0	342	0	137	0	463	0	0	832	0	1,774
7:30 - 8:30	0	0	0	344	0	136	0	466	0	0	847	0	1,793 *
7:45 - 8:45	0	0	0	352	0	143	0	423	0	0	817	0	1,735
8:00 - 9:00	0	0	0	386	0	176	0	395	0	0	783	0	1,740

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

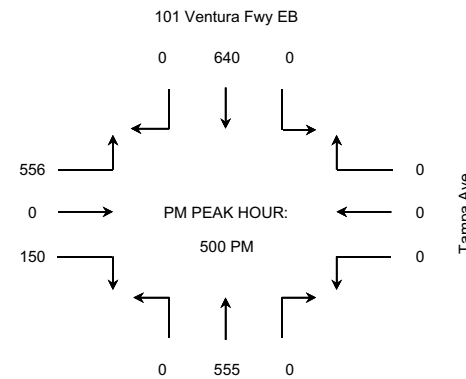
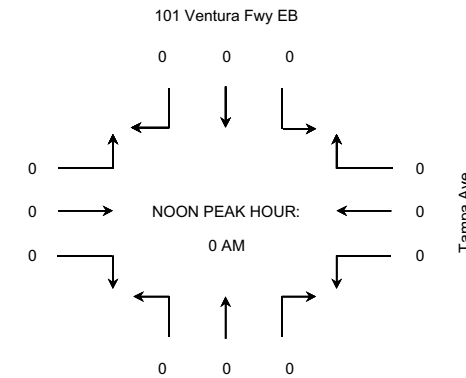
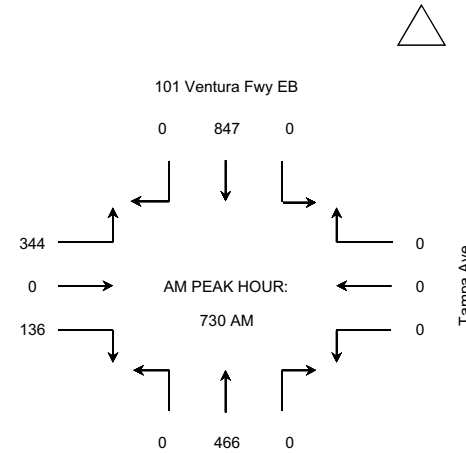
PERIOD: PM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	0	0	115	0	49	0	132	0	0	188	0	484
4:15 - 4:30	0	0	0	135	0	45	0	131	0	0	186	0	497
4:30 - 4:45	0	0	0	144	0	25	0	126	0	0	162	0	457
4:45 - 5:00	0	0	0	147	0	33	0	114	0	0	164	0	458
5:00 - 5:15	0	0	0	118	0	42	0	153	0	0	162	0	475
5:15 - 5:30	0	0	0	150	0	36	0	148	0	0	153	0	487
5:30 - 5:45	0	0	0	140	0	27	0	125	0	0	161	0	453
5:45 - 6:00	0	0	0	148	0	45	0	129	0	0	164	0	486

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	0	0	541	0	152	0	503	0	0	700	0	1,896
4:15 - 5:15	0	0	0	544	0	145	0	524	0	0	674	0	1,887
4:30 - 5:30	0	0	0	559	0	136	0	541	0	0	641	0	1,877
4:45 - 5:45	0	0	0	555	0	138	0	540	0	0	640	0	1,873
5:00 - 6:00	0	0	0	556	0	150	0	555	0	0	640	0	1,901 *

Prepared by: National Data & Surveying Services
Project # 08-5075-034



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Tampa Ave

E/W STREET: 101 Ventura Fwy WB

PERIOD: AM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	25	0	66	0	0	0	36	82	0	0	161	111	481
7:15 - 7:30	38	0	75	0	0	0	51	100	0	0	150	165	579
7:30 - 7:45	54	0	92	0	0	0	76	145	0	0	156	154	677
7:45 - 8:00	40	0	90	0	0	0	54	176	0	0	186	183	729
8:00 - 8:15	33	0	89	0	0	0	51	154	0	0	176	148	651
8:15 - 8:30	54	0	85	0	0	0	39	116	0	0	149	153	596
8:30 - 8:45	43	0	59	0	0	0	46	139	0	0	136	115	538
8:45 - 9:00	58	0	51	0	0	0	60	177	0	0	134	108	588

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	157	0	323	0	0	0	217	503	0	0	653	613	2,466
7:15 - 8:15	165	0	346	0	0	0	232	575	0	0	668	650	2,636
7:30 - 8:30	181	0	356	0	0	0	220	591	0	0	667	638	2,653 *
7:45 - 8:45	170	0	323	0	0	0	190	585	0	0	647	599	2,514
8:00 - 9:00	188	0	284	0	0	0	196	586	0	0	595	524	2,373

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

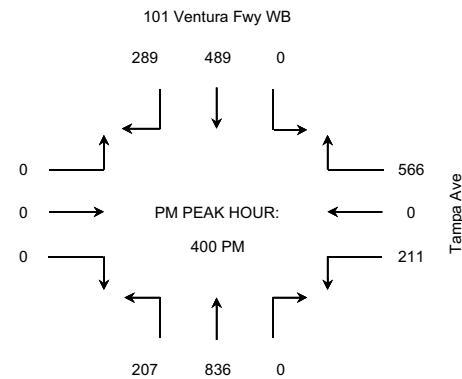
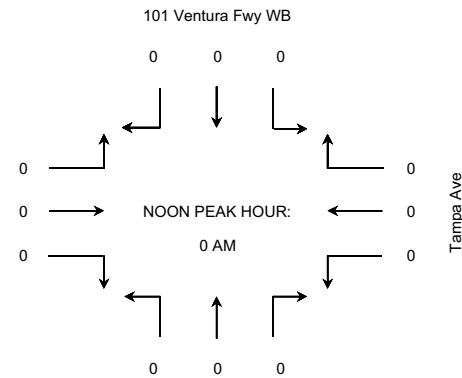
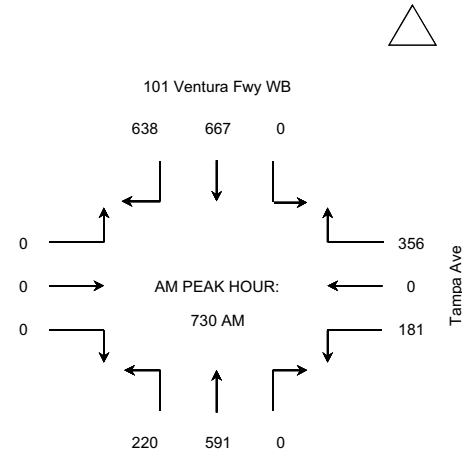
PERIOD: PM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	61	0	152	0	0	0	49	200	0	0	130	57	649
4:15 - 4:30	63	0	155	0	0	0	61	202	0	0	120	71	672
4:30 - 4:45	51	0	147	0	0	0	58	213	0	0	113	83	665
4:45 - 5:00	36	0	112	0	0	0	39	221	0	0	126	78	612
5:00 - 5:15	43	0	122	0	0	0	53	221	0	0	121	60	620
5:15 - 5:30	46	0	153	0	0	0	59	237	0	0	105	82	682
5:30 - 5:45	45	0	119	0	0	0	53	214	0	0	119	64	614
5:45 - 6:00	46	0	131	0	0	0	56	220	0	0	115	57	625

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	211	0	566	0	0	0	207	836	0	0	489	289	2,598 *
4:15 - 5:15	193	0	536	0	0	0	211	857	0	0	480	292	2,569
4:30 - 5:30	176	0	534	0	0	0	209	892	0	0	465	303	2,579
4:45 - 5:45	170	0	506	0	0	0	204	893	0	0	471	284	2,528
5:00 - 6:00	180	0	525	0	0	0	221	892	0	0	460	263	2,541

Prepared by: National Data & Surveying Services
Project # 08-5075-035



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Vanalden Ave/101 Ventura Fwy

E/W STREET: Ventura Blvd

PERIOD: AM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	9	110	36	117	362	8	14	39	21	0	0	0	716
7:15 - 7:30	16	163	34	118	429	19	28	56	56	0	0	0	919
7:30 - 7:45	13	265	26	95	498	29	40	30	53	0	0	0	1,049
7:45 - 8:00	16	351	23	102	475	10	38	46	54	0	0	0	1,115
8:00 - 8:15	28	299	36	112	441	12	35	42	47	0	0	0	1,052
8:15 - 8:30	38	237	14	92	435	16	30	39	41	0	0	0	942
8:30 - 8:45	35	196	20	84	393	23	29	40	30	0	0	0	850
8:45 - 9:00	26	207	25	79	374	30	35	33	52	0	0	0	861

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	54	889	119	432	1,764	66	120	171	184	0	0	0	3,799
7:15 - 8:15	73	1,078	119	427	1,843	70	141	174	210	0	0	0	4,135
7:30 - 8:30	95	1,152	99	401	1,849	67	143	157	195	0	0	0	4,158 *
7:45 - 8:45	117	1,083	93	390	1,744	61	132	167	172	0	0	0	3,959
8:00 - 9:00	127	939	95	367	1,643	81	129	154	170	0	0	0	3,705

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

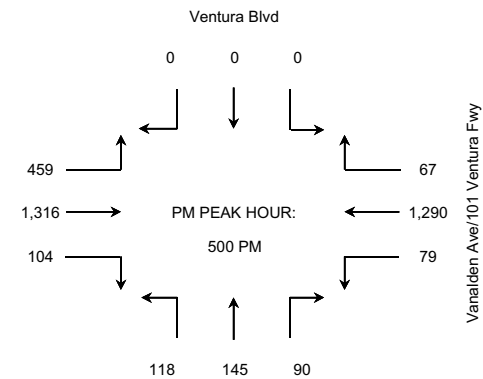
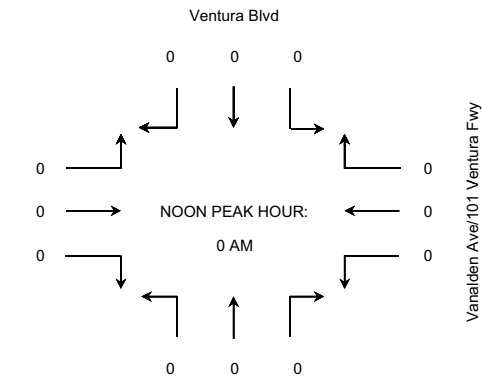
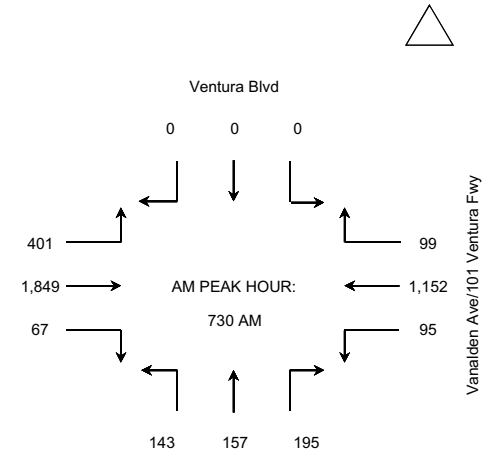
PERIOD: PM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	28	262	13	97	289	30	33	29	41	0	0	0	822
4:15 - 4:30	18	305	11	100	293	34	40	32	24	0	0	0	857
4:30 - 4:45	20	337	23	100	315	29	32	33	20	0	0	0	909
4:45 - 5:00	23	286	14	97	308	28	19	24	24	0	0	0	823
5:00 - 5:15	24	351	12	120	318	31	30	31	15	0	0	0	932
5:15 - 5:30	18	350	17	124	341	20	27	34	27	0	0	0	958
5:30 - 5:45	17	284	15	116	336	27	33	34	28	0	0	0	890
5:45 - 6:00	20	305	23	99	321	26	28	46	20	0	0	0	888

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	89	1,190	61	394	1,205	121	124	118	109	0	0	0	3,411
4:15 - 5:15	85	1,279	60	417	1,234	122	121	120	83	0	0	0	3,521
4:30 - 5:30	85	1,324	66	441	1,282	108	108	122	86	0	0	0	3,622
4:45 - 5:45	82	1,271	58	457	1,303	106	109	123	94	0	0	0	3,603
5:00 - 6:00	79	1,290	67	459	1,316	104	118	145	90	0	0	0	3,668 *

Prepared by: National Data & Surveying Services
Project # 08-5075-036



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Victory Blvd

E/W STREET: Topham St/Busway

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	231	0	0	190	42	25	3	0	0	4	0	495
7:15 - 7:30	0	337	0	0	267	89	42	4	2	0	3	0	744
7:30 - 7:45	0	430	0	0	277	113	75	4	2	0	4	0	905
7:45 - 8:00	0	562	0	0	288	134	103	4	5	0	7	0	1,103
8:00 - 8:15	0	406	0	0	283	99	88	3	6	0	4	0	889
8:15 - 8:30	0	399	0	0	327	122	70	4	0	0	3	0	925
8:30 - 8:45	0	349	0	0	250	74	45	2	1	0	5	0	726
8:45 - 9:00	0	343	0	0	271	84	26	5	0	0	2	0	731

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	1,560	0	0	1,022	378	245	15	9	0	18	0	3,247
7:15 - 8:15	0	1,735	0	0	1,115	435	308	15	15	0	18	0	3,641
7:30 - 8:30	0	1,797	0	0	1,175	468	336	15	13	0	18	0	3,822 *
7:45 - 8:45	0	1,716	0	0	1,148	429	306	13	12	0	19	0	3,643
8:00 - 9:00	0	1,497	0	0	1,131	379	229	14	7	0	14	0	3,271

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

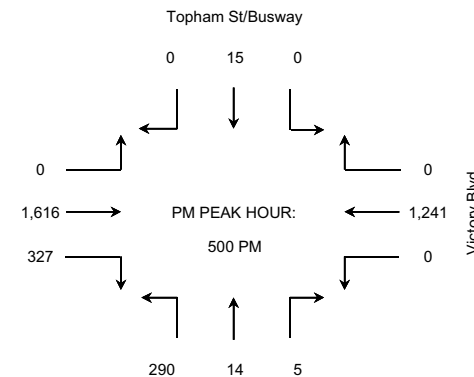
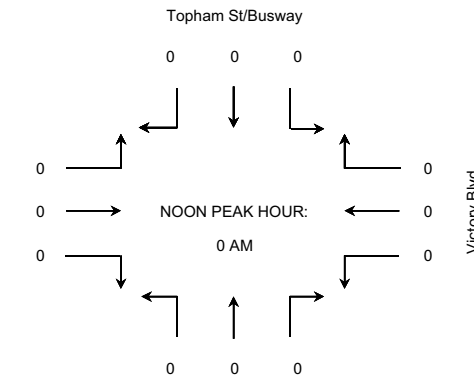
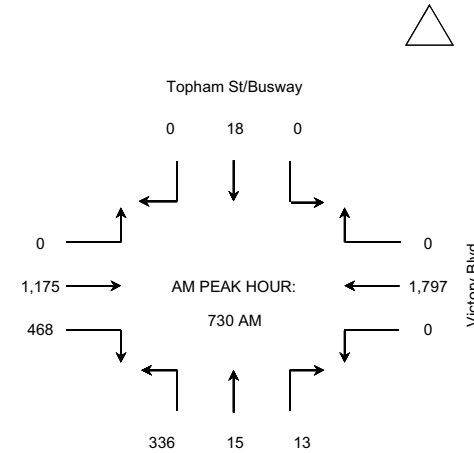
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	233	0	0	360	70	59	2	1	0	4	0	729
4:15 - 4:30	0	254	0	0	353	70	41	5	1	0	4	0	728
4:30 - 4:45	0	270	0	0	335	68	66	5	0	0	4	0	748
4:45 - 5:00	0	298	0	0	391	90	65	3	2	0	4	0	853
5:00 - 5:15	0	273	0	0	379	80	75	3	1	0	4	0	815
5:15 - 5:30	0	302	0	0	434	99	65	5	0	0	2	0	907
5:30 - 5:45	0	325	0	0	371	74	71	2	3	0	4	0	850
5:45 - 6:00	0	341	0	0	432	74	79	4	1	0	5	0	936

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	1,055	0	0	1,439	298	231	15	4	0	16	0	3,058
4:15 - 5:15	0	1,095	0	0	1,458	308	247	16	4	0	16	0	3,144
4:30 - 5:30	0	1,143	0	0	1,539	337	271	16	3	0	14	0	3,323
4:45 - 5:45	0	1,198	0	0	1,575	343	276	13	6	0	14	0	3,425
5:00 - 6:00	0	1,241	0	0	1,616	327	290	14	5	0	15	0	3,508 *

Prepared by: National Data & Surveying Services
Project # 08-5075-037



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Corbin Ave

E/W STREET: Victory Blvd

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	16	191	25	7	207	2	1	42	16	36	155	46	744
7:15 - 7:30	27	294	25	13	269	5	5	89	21	48	194	55	1,045
7:30 - 7:45	49	395	27	16	281	5	13	133	26	32	224	60	1,261
7:45 - 8:00	50	437	33	23	252	2	12	150	28	34	196	37	1,254
8:00 - 8:15	22	306	23	15	277	3	7	181	36	33	182	86	1,171
8:15 - 8:30	34	361	39	11	308	1	3	102	26	36	201	61	1,183
8:30 - 8:45	27	275	26	8	251	1	4	64	17	38	122	43	876
8:45 - 9:00	21	286	17	10	247	3	4	68	14	35	161	49	915

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	142	1,317	110	59	1,009	14	31	414	91	150	769	198	4,304
7:15 - 8:15	148	1,432	108	67	1,079	15	37	553	111	147	796	238	4,731
7:30 - 8:30	155	1,499	122	65	1,118	11	35	566	116	135	803	244	4,869 *
7:45 - 8:45	133	1,379	121	57	1,088	7	26	497	107	141	701	227	4,484
8:00 - 9:00	104	1,228	105	44	1,083	8	18	415	93	142	666	239	4,145

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

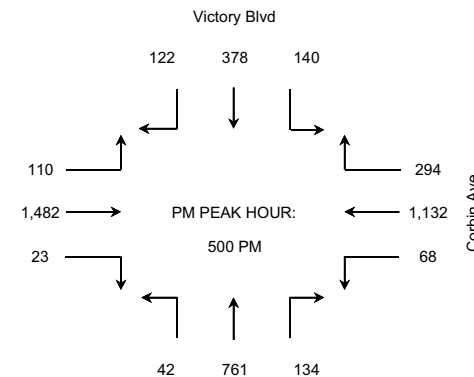
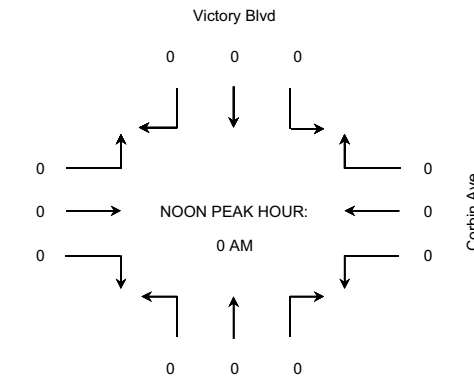
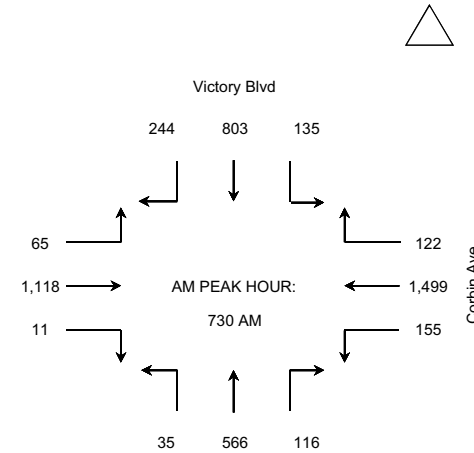
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	20	209	73	36	345	1	3	131	20	27	84	18	967
4:15 - 4:30	15	235	55	36	301	5	9	142	30	24	90	22	964
4:30 - 4:45	18	225	60	47	299	2	9	135	26	30	93	19	963
4:45 - 5:00	20	249	56	20	311	3	6	149	11	38	102	22	987
5:00 - 5:15	13	241	66	36	356	6	11	187	31	29	91	24	1,091
5:15 - 5:30	20	282	77	28	383	6	13	195	41	38	100	25	1,208
5:30 - 5:45	17	286	78	20	362	2	9	193	28	43	99	29	1,166
5:45 - 6:00	18	323	73	26	381	9	9	186	34	30	88	44	1,221

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	73	918	244	139	1,256	11	27	557	87	119	369	81	3,881
4:15 - 5:15	66	950	237	139	1,267	16	35	613	98	121	376	87	4,005
4:30 - 5:30	71	997	259	131	1,349	17	39	666	109	135	386	90	4,249
4:45 - 5:45	70	1,058	277	104	1,412	17	39	724	111	148	392	100	4,452
5:00 - 6:00	68	1,132	294	110	1,482	23	42	761	134	140	378	122	4,686 *

Prepared by: National Data & Surveying Services
Project # 08-5075-038



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Tampa Ave

E/W STREET: Victory Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	17	211	9	7	252	5	15	96	17	49	232	23	933
7:15 - 7:30	27	289	19	17	298	8	11	128	26	60	271	30	1,184
7:30 - 7:45	16	380	24	13	351	5	21	177	33	72	286	60	1,438
7:45 - 8:00	23	363	26	19	357	22	20	178	37	67	270	60	1,442
8:00 - 8:15	14	336	23	21	341	24	14	169	31	60	277	50	1,360
8:15 - 8:30	29	308	13	19	337	22	17	157	31	54	232	35	1,254
8:30 - 8:45	8	294	6	18	324	19	15	133	33	53	215	38	1,156
8:45 - 9:00	32	321	20	11	255	18	24	135	44	59	205	46	1,170

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	83	1,243	78	56	1,258	40	67	579	113	248	1,059	173	4,997
7:15 - 8:15	80	1,368	92	70	1,347	59	66	652	127	259	1,104	200	5,424
7:30 - 8:30	82	1,387	86	72	1,386	73	72	681	132	253	1,065	205	5,494 *
7:45 - 8:45	74	1,301	68	77	1,359	87	66	637	132	234	994	183	5,212
8:00 - 9:00	83	1,259	62	69	1,257	83	70	594	139	226	929	169	4,940

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

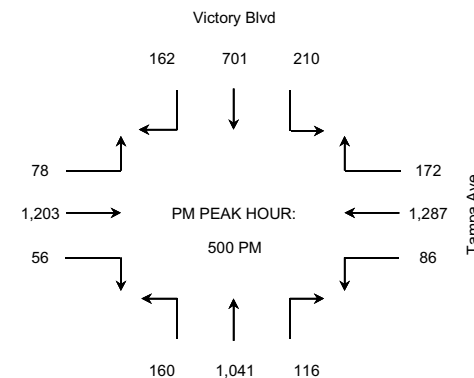
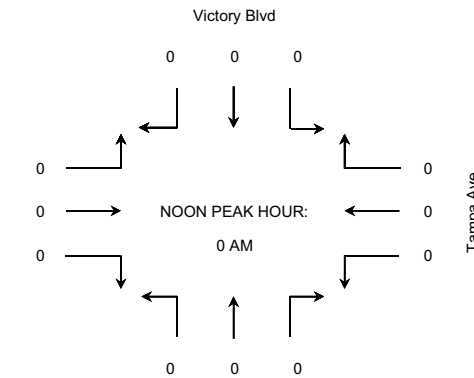
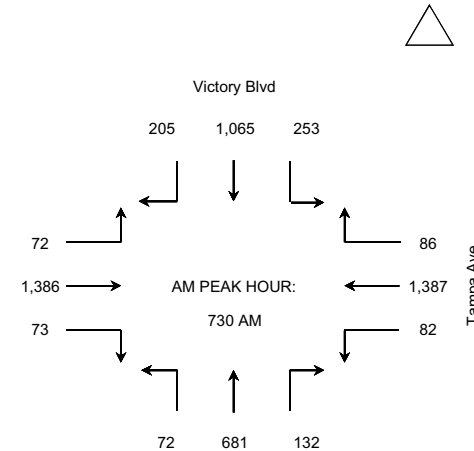
PERIOD: PM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	10	272	40	40	349	7	27	231	27	44	153	20	1,220
4:15 - 4:30	25	258	26	22	357	10	34	275	22	29	162	20	1,240
4:30 - 4:45	26	272	40	29	266	15	23	236	35	50	152	24	1,168
4:45 - 5:00	21	276	54	22	285	14	36	271	31	56	208	28	1,302
5:00 - 5:15	18	306	58	24	313	10	39	249	27	46	170	24	1,284
5:15 - 5:30	22	315	39	17	271	12	32	283	36	59	196	48	1,330
5:30 - 5:45	20	372	44	14	320	17	43	254	23	52	154	43	1,356
5:45 - 6:00	26	294	31	23	299	17	46	255	30	53	181	47	1,302

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	82	1,078	160	113	1,257	46	120	1,013	115	179	675	92	4,930
4:15 - 5:15	90	1,112	178	97	1,221	49	132	1,031	115	181	692	96	4,994
4:30 - 5:30	87	1,169	191	92	1,135	51	130	1,039	129	211	726	124	5,084
4:45 - 5:45	81	1,269	195	77	1,189	53	150	1,057	117	213	728	143	5,272 *
5:00 - 6:00	86	1,287	172	78	1,203	56	160	1,041	116	210	701	162	5,272 *

Prepared by: National Data & Surveying Services
Project # 08-5075-039



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Burbank Blvd

E/W STREET: Ventura Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	4	109	1	36	372	11	8	4	2	2	8	43	600
7:15 - 7:30	11	122	1	41	392	21	13	10	7	4	24	51	697
7:30 - 7:45	9	194	1	26	362	41	31	40	15	11	87	77	894
7:45 - 8:00	22	223	4	49	351	29	50	67	25	10	60	60	950
8:00 - 8:15	5	200	4	38	342	7	36	42	22	6	32	63	797
8:15 - 8:30	4	186	1	35	339	11	9	11	11	5	9	70	691
8:30 - 8:45	7	189	1	45	328	9	10	8	4	4	10	59	674
8:45 - 9:00	5	182	6	50	304	6	7	7	7	2	4	70	650

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	46	648	7	152	1,477	102	102	121	49	27	179	231	3,141
7:15 - 8:15	47	739	10	154	1,447	98	130	159	69	31	203	251	3,338 *
7:30 - 8:30	40	803	10	148	1,394	88	126	160	73	32	188	270	3,332
7:45 - 8:45	38	798	10	167	1,360	56	105	128	62	25	111	252	3,112
8:00 - 9:00	21	757	12	168	1,313	33	62	68	44	17	55	262	2,812

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

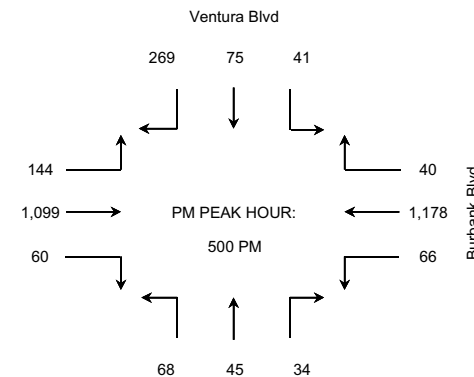
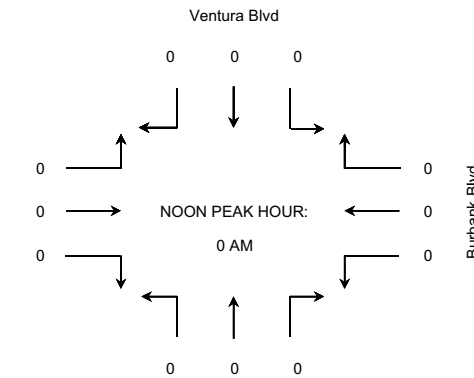
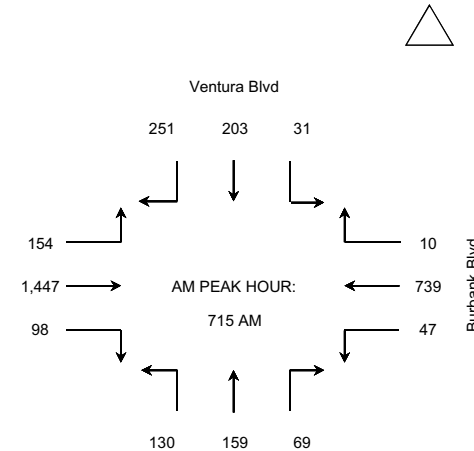
PERIOD: PM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	8	264	9	38	231	12	11	8	10	10	26	76	703
4:15 - 4:30	26	261	9	39	236	9	16	16	5	5	23	87	732
4:30 - 4:45	16	284	12	48	268	17	19	22	6	6	28	45	771
4:45 - 5:00	14	264	4	36	243	16	22	24	16	9	25	63	736
5:00 - 5:15	14	294	11	39	246	12	15	10	10	4	25	67	747
5:15 - 5:30	18	260	8	32	253	9	19	10	11	14	17	59	710
5:30 - 5:45	17	328	14	35	320	22	17	14	2	13	19	69	870
5:45 - 6:00	17	296	7	38	280	17	17	11	11	10	14	74	792

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	64	1,073	34	161	978	54	68	70	37	30	102	271	2,942
4:15 - 5:15	70	1,103	36	162	993	54	72	72	37	24	101	262	2,986
4:30 - 5:30	62	1,102	35	155	1,010	54	75	66	43	33	95	234	2,964
4:45 - 5:45	63	1,146	37	142	1,062	59	73	58	39	40	86	258	3,063
5:00 - 6:00	66	1,178	40	144	1,099	60	68	45	34	41	75	269	3,119 *

Prepared by: National Data & Surveying Services
Project # 08-5075-040



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Reseda Blvd

E/W STREET: Burbank Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	16	50	36	15	80	8	2	69	69	212	180	26	763
7:15 - 7:30	23	92	49	11	89	13	6	103	80	169	207	25	867
7:30 - 7:45	54	141	88	28	94	11	3	106	75	168	262	46	1,076
7:45 - 8:00	38	154	67	15	92	17	4	112	96	177	247	39	1,058
8:00 - 8:15	34	70	59	26	84	31	8	108	71	193	238	35	957
8:15 - 8:30	19	79	66	17	87	27	10	109	73	148	207	38	880
8:30 - 8:45	24	64	59	21	77	20	11	103	66	167	249	41	902
8:45 - 9:00	36	70	51	16	81	33	7	119	60	139	256	38	906

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	131	437	240	69	355	49	15	390	320	726	896	136	3,764
7:15 - 8:15	149	457	263	80	359	72	21	429	322	707	954	145	3,958
7:30 - 8:30	145	444	280	86	357	86	25	435	315	686	954	158	3,971 *
7:45 - 8:45	115	367	251	79	340	95	33	432	306	685	941	153	3,797
8:00 - 9:00	113	283	235	80	329	111	36	439	270	647	950	152	3,645

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

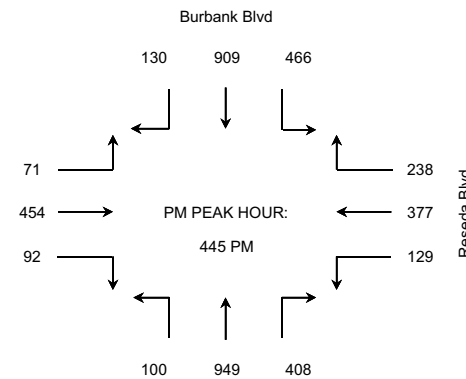
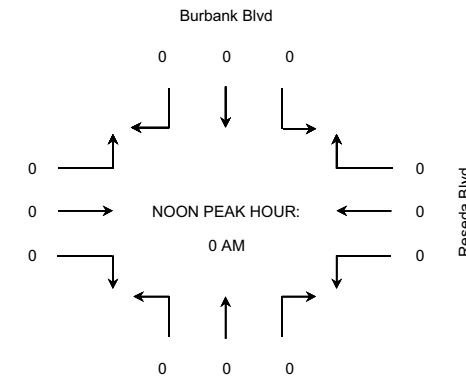
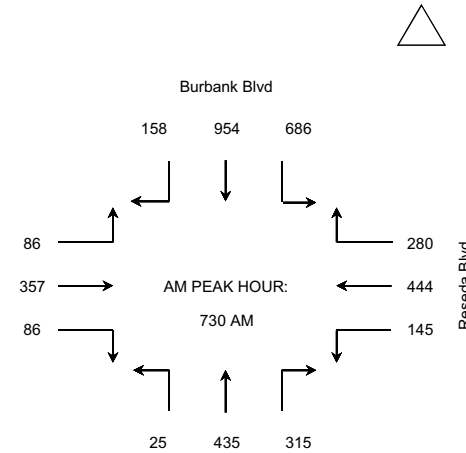
PERIOD: PM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	25	91	42	11	109	21	14	226	90	143	266	41	1,079
4:15 - 4:30	31	70	41	18	101	23	18	234	85	111	240	34	1,006
4:30 - 4:45	28	69	49	19	105	15	13	235	99	132	242	33	1,039
4:45 - 5:00	38	109	74	20	100	21	26	241	103	110	223	32	1,097
5:00 - 5:15	33	73	68	19	133	26	26	236	103	118	225	40	1,100
5:15 - 5:30	31	97	53	16	116	22	24	241	100	106	193	31	1,030
5:30 - 5:45	27	98	43	16	105	23	24	231	102	132	268	27	1,096
5:45 - 6:00	35	71	59	21	104	19	17	218	79	105	258	30	1,016

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	122	339	206	68	415	80	71	936	377	496	971	140	4,221
4:15 - 5:15	130	321	232	76	439	85	83	946	390	471	930	139	4,242
4:30 - 5:30	130	348	244	74	454	84	89	953	405	466	883	136	4,266
4:45 - 5:45	129	377	238	71	454	92	100	949	408	466	909	130	4,323 *
5:00 - 6:00	126	339	223	72	458	90	91	926	384	461	944	128	4,242

Prepared by: National Data & Surveying Services
Project # 08-5075-041



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Reseda Blvd

E/W STREET: 101 Ventura Fwy EB

PERIOD: AM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	19	0	56	0	119	0	0	340	0	534
7:15 - 7:30	0	0	0	18	0	56	0	163	0	0	383	0	620
7:30 - 7:45	0	0	0	25	0	67	0	222	0	0	356	0	670
7:45 - 8:00	0	0	0	22	0	61	0	195	0	0	410	0	688
8:00 - 8:15	0	0	0	29	0	68	0	193	0	0	376	0	666
8:15 - 8:30	0	0	0	25	0	44	0	192	0	0	386	0	647
8:30 - 8:45	0	0	0	51	0	82	0	182	0	0	351	0	666
8:45 - 9:00	0	0	0	52	0	90	0	187	0	0	382	0	711

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	84	0	240	0	699	0	0	1,489	0	2,512
7:15 - 8:15	0	0	0	94	0	252	0	773	0	0	1,525	0	2,644
7:30 - 8:30	0	0	0	101	0	240	0	802	0	0	1,528	0	2,671
7:45 - 8:45	0	0	0	127	0	255	0	762	0	0	1,523	0	2,667
8:00 - 9:00	0	0	0	157	0	284	0	754	0	0	1,495	0	2,690 *

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

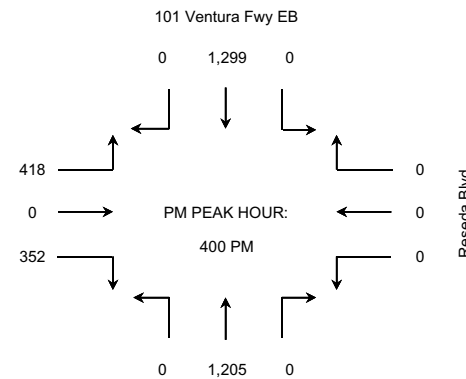
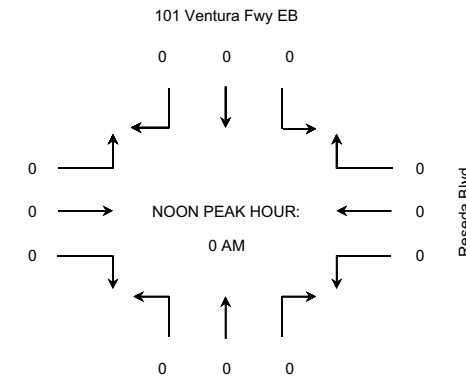
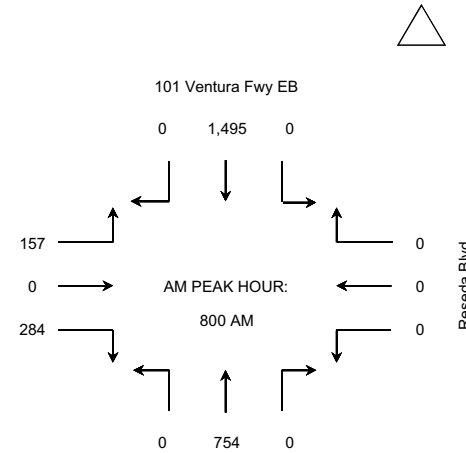
PERIOD: PM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	0	0	108	0	78	0	278	0	0	367	0	831
4:15 - 4:30	0	0	0	105	0	94	0	291	0	0	324	0	814
4:30 - 4:45	0	0	0	108	0	91	0	302	0	0	317	0	818
4:45 - 5:00	0	0	0	97	0	89	0	334	0	0	291	0	811
5:00 - 5:15	0	0	0	114	0	73	0	323	0	0	294	0	804
5:15 - 5:30	0	0	0	105	0	67	0	310	0	0	309	0	791
5:30 - 5:45	0	0	0	93	0	78	0	290	0	0	303	0	764
5:45 - 6:00	0	0	0	101	0	71	0	297	0	0	295	0	764

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	0	0	418	0	352	0	1,205	0	0	1,299	0	3,274 *
4:15 - 5:15	0	0	0	424	0	347	0	1,250	0	0	1,226	0	3,247
4:30 - 5:30	0	0	0	424	0	320	0	1,269	0	0	1,211	0	3,224
4:45 - 5:45	0	0	0	409	0	307	0	1,257	0	0	1,197	0	3,170
5:00 - 6:00	0	0	0	413	0	289	0	1,220	0	0	1,201	0	3,123

Prepared by: National Data & Surveying Services
Project # 08-5075-042



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Reseda Blvd

E/W STREET: 101 Ventura Fwy WB

PERIOD: AM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	70	2	85	0	0	0	51	87	0	0	270	115	680
7:15 - 7:30	98	1	91	0	0	0	87	94	0	0	284	151	806
7:30 - 7:45	76	4	122	0	0	0	130	117	0	0	280	145	874
7:45 - 8:00	98	2	97	0	0	0	95	122	0	0	312	133	859
8:00 - 8:15	90	2	96	0	0	0	87	136	0	0	287	107	805
8:15 - 8:30	118	3	74	0	0	0	103	113	0	0	268	134	813
8:30 - 8:45	109	2	88	0	0	0	91	143	0	0	243	106	782
8:45 - 9:00	123	0	94	0	0	0	102	137	0	0	258	123	837

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	342	9	395	0	0	0	363	420	0	0	1,146	544	3,219
7:15 - 8:15	362	9	406	0	0	0	399	469	0	0	1,163	536	3,344
7:30 - 8:30	382	11	389	0	0	0	415	488	0	0	1,147	519	3,351 *
7:45 - 8:45	415	9	355	0	0	0	376	514	0	0	1,110	480	3,259
8:00 - 9:00	440	7	352	0	0	0	383	529	0	0	1,056	470	3,237

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

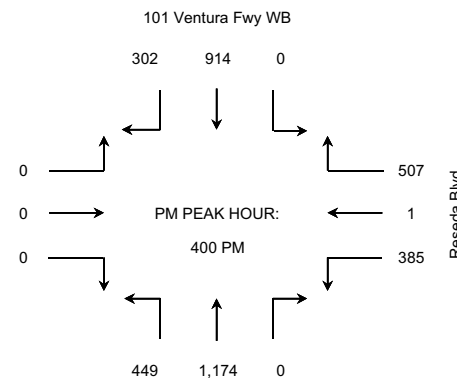
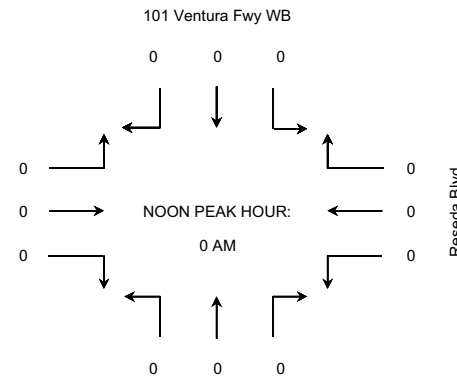
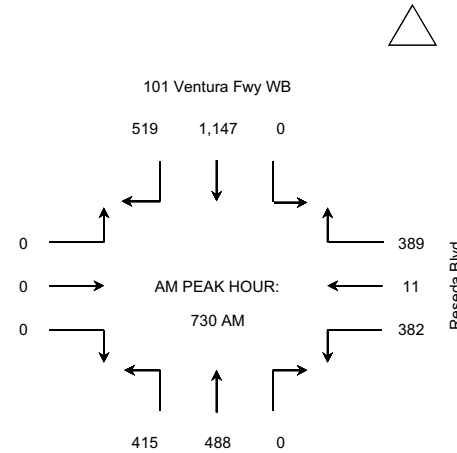
PERIOD: PM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	113	0	149	0	0	0	90	297	0	0	254	81	984
4:15 - 4:30	100	0	138	0	0	0	121	274	0	0	224	73	930
4:30 - 4:45	95	1	108	0	0	0	108	302	0	0	223	89	926
4:45 - 5:00	77	0	112	0	0	0	130	301	0	0	213	59	892
5:00 - 5:15	69	0	106	0	0	0	117	321	0	0	226	78	917
5:15 - 5:30	110	1	121	0	0	0	110	304	0	0	198	68	912
5:30 - 5:45	97	4	116	0	0	0	110	274	0	0	207	82	890
5:45 - 6:00	95	0	125	0	0	0	116	282	0	0	199	83	900

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	385	1	507	0	0	0	449	1,174	0	0	914	302	3,732 *
4:15 - 5:15	341	1	464	0	0	0	476	1,198	0	0	886	299	3,665
4:30 - 5:30	351	2	447	0	0	0	465	1,228	0	0	860	294	3,647
4:45 - 5:45	353	5	455	0	0	0	467	1,200	0	0	844	287	3,611
5:00 - 6:00	371	5	468	0	0	0	453	1,181	0	0	830	311	3,619

Prepared by: National Data & Surveying Services
Project # 08-5075-043



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: 101 Ventura Fwy EB

E/W STREET: Burbank Blvd

PERIOD: AM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	129	0	0	105	240	0	0	0	0	0	0	474
7:15 - 7:30	0	195	0	0	131	226	0	0	0	0	0	0	552
7:30 - 7:45	0	306	0	0	148	209	0	0	0	0	0	0	663
7:45 - 8:00	0	296	0	0	194	224	0	0	0	0	0	0	714
8:00 - 8:15	0	197	0	0	170	208	0	0	0	0	0	0	575
8:15 - 8:30	0	217	0	0	120	180	0	0	0	0	0	0	517
8:30 - 8:45	0	184	0	0	125	142	0	0	0	0	0	0	451
8:45 - 9:00	0	204	0	0	162	131	0	0	0	0	0	0	497

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	926	0	0	578	899	0	0	0	0	0	0	2,403
7:15 - 8:15	0	994	0	0	643	867	0	0	0	0	0	0	2,504 *
7:30 - 8:30	0	1,016	0	0	632	821	0	0	0	0	0	0	2,469
7:45 - 8:45	0	894	0	0	609	754	0	0	0	0	0	0	2,257
8:00 - 9:00	0	802	0	0	577	661	0	0	0	0	0	0	2,040

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

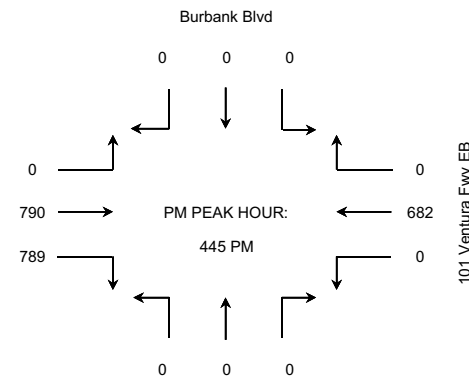
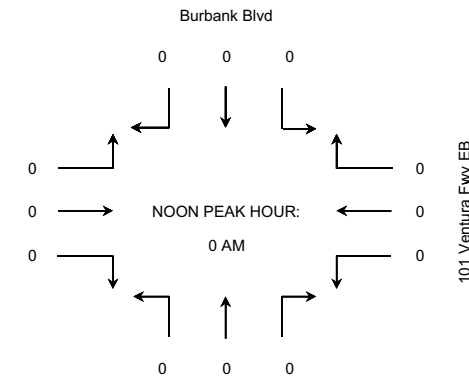
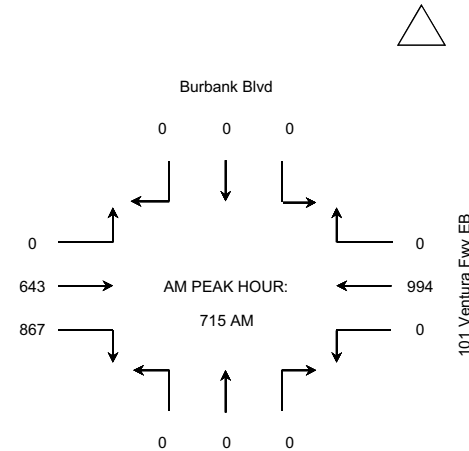
PERIOD: PM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	165	0	0	173	171	0	0	0	0	0	0	509
4:15 - 4:30	0	139	0	0	157	199	0	0	0	0	0	0	495
4:30 - 4:45	0	164	0	0	202	181	0	0	0	0	0	0	547
4:45 - 5:00	0	180	0	0	174	180	0	0	0	0	0	0	534
5:00 - 5:15	0	165	0	0	239	196	0	0	0	0	0	0	600
5:15 - 5:30	0	161	0	0	174	204	0	0	0	0	0	0	539
5:30 - 5:45	0	176	0	0	203	209	0	0	0	0	0	0	588
5:45 - 6:00	0	159	0	0	168	201	0	0	0	0	0	0	528

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	648	0	0	706	731	0	0	0	0	0	0	2,085
4:15 - 5:15	0	648	0	0	772	756	0	0	0	0	0	0	2,176
4:30 - 5:30	0	670	0	0	789	761	0	0	0	0	0	0	2,220
4:45 - 5:45	0	682	0	0	790	789	0	0	0	0	0	0	2,261 *
5:00 - 6:00	0	661	0	0	784	810	0	0	0	0	0	0	2,255

Prepared by: National Data & Surveying Services
Project # 08-5075-044



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Nordhoff St

PERIOD: AM Peak Hour

DATE: FRIDAY 10/24/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	58	62	36	4	95	8	9	79	71	21	92	0	535
7:15 - 7:30	53	97	34	5	156	15	13	166	81	30	134	2	786
7:30 - 7:45	59	167	26	6	158	27	17	120	71	30	149	0	830
7:45 - 8:00	50	145	53	1	184	17	20	161	85	26	182	3	927
8:00 - 8:15	47	121	56	4	151	22	22	121	67	51	119	1	782
8:15 - 8:30	57	108	48	9	133	12	18	109	89	28	148	4	763
8:30 - 8:45	62	100	30	2	142	18	14	73	77	45	104	2	669
8:45 - 9:00	50	77	35	4	131	12	12	86	64	25	121	3	620

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	220	471	149	16	593	67	59	526	308	107	557	5	3,078
7:15 - 8:15	209	530	169	16	649	81	72	568	304	137	584	6	3,325 *
7:30 - 8:30	213	541	183	20	626	78	77	511	312	135	598	8	3,302
7:45 - 8:45	216	474	187	16	610	69	74	464	318	150	553	10	3,141
8:00 - 9:00	216	406	169	19	557	64	66	389	297	149	492	10	2,834

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

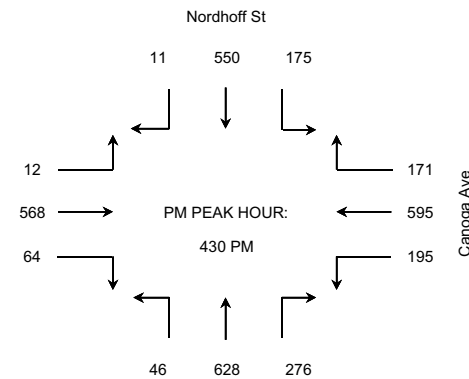
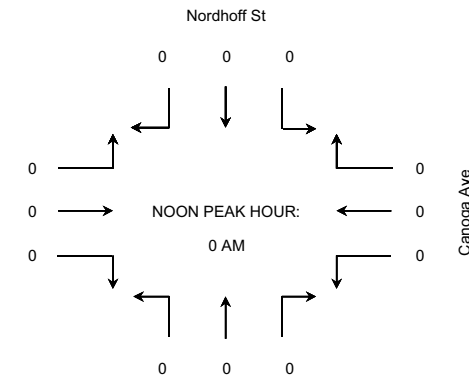
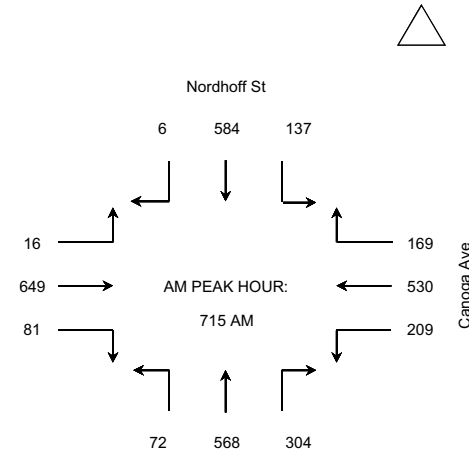
PERIOD: PM Peak Hour

DATE: FRIDAY 10/24/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	47	126	60	0	114	17	18	152	57	43	122	6	762
4:15 - 4:30	60	98	42	4	122	16	20	152	73	42	81	3	713
4:30 - 4:45	46	146	35	3	142	14	14	142	57	46	145	5	795
4:45 - 5:00	53	157	45	2	129	10	11	177	74	41	114	1	814
5:00 - 5:15	44	144	59	3	141	21	14	153	79	42	166	4	870
5:15 - 5:30	52	148	32	4	156	19	7	156	66	46	125	1	812
5:30 - 5:45	63	135	26	1	142	22	11	160	56	30	100	3	749
5:45 - 6:00	68	123	20	3	134	15	6	161	83	24	86	3	726

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	206	527	182	9	507	57	63	623	261	172	462	15	3,084
4:15 - 5:15	203	545	181	12	534	61	59	624	283	171	506	13	3,192
4:30 - 5:30	195	595	171	12	568	64	46	628	276	175	550	11	3,291 *
4:45 - 5:45	212	584	162	10	568	72	43	646	275	159	505	9	3,245
5:00 - 6:00	227	550	137	11	573	77	38	630	284	142	477	11	3,157

Prepared by: National Data & Surveying Services
Project # 08-5075-045



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Nordhoff St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	13	107	9	72	103	6	15	261	12	28	315	85	1,026
7:15 - 7:30	23	132	12	91	156	6	11	402	21	18	350	78	1,300
7:30 - 7:45	24	185	18	71	167	10	20	403	37	32	461	105	1,533
7:45 - 8:00	24	252	16	60	199	13	16	315	39	33	473	118	1,558
8:00 - 8:15	30	180	21	70	155	6	17	322	32	35	404	124	1,396
8:15 - 8:30	35	197	16	72	152	14	20	237	28	31	384	118	1,304
8:30 - 8:45	31	132	14	58	141	8	12	234	30	21	342	107	1,130
8:45 - 9:00	13	102	18	80	115	10	11	219	34	30	334	86	1,052

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	84	676	55	294	625	35	62	1,381	109	111	1,599	386	5,417
7:15 - 8:15	101	749	67	292	677	35	64	1,442	129	118	1,688	425	5,787
7:30 - 8:30	113	814	71	273	673	43	73	1,277	136	131	1,722	465	5,791 *
7:45 - 8:45	120	761	67	260	647	41	65	1,108	129	120	1,603	467	5,388
8:00 - 9:00	109	611	69	280	563	38	60	1,012	124	117	1,464	435	4,882

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

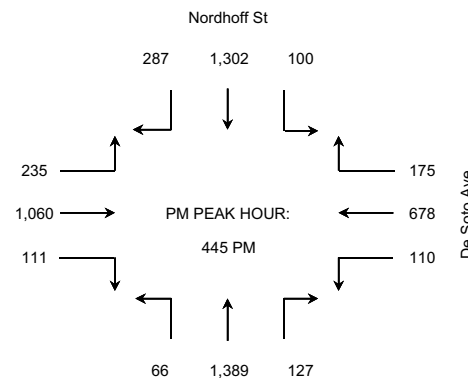
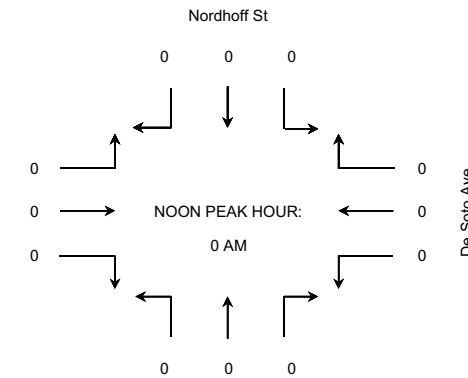
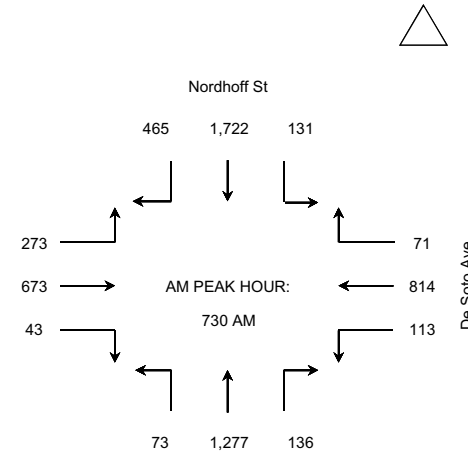
PERIOD: PM Peak Hour

DATE: THURSDAY 10/30/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	31	131	41	69	219	26	23	305	39	29	298	83	1,294
4:15 - 4:30	23	137	32	66	203	24	22	331	22	17	274	68	1,219
4:30 - 4:45	23	157	39	59	290	35	19	330	22	28	330	82	1,414
4:45 - 5:00	31	140	43	64	227	26	20	345	35	22	292	60	1,305
5:00 - 5:15	19	195	47	51	327	41	17	344	30	32	367	74	1,544
5:15 - 5:30	34	171	47	57	253	16	16	322	26	15	309	79	1,345
5:30 - 5:45	26	172	38	63	253	28	13	378	36	31	334	74	1,446
5:45 - 6:00	39	120	21	81	183	26	11	368	30	19	302	56	1,256

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	108	565	155	258	939	111	84	1,311	118	96	1,194	293	5,232
4:15 - 5:15	96	629	161	240	1,047	126	78	1,350	109	99	1,263	284	5,482
4:30 - 5:30	107	663	176	231	1,097	118	72	1,341	113	97	1,298	295	5,608
4:45 - 5:45	110	678	175	235	1,060	111	66	1,389	127	100	1,302	287	5,640 *
5:00 - 6:00	118	658	153	252	1,016	111	57	1,412	122	97	1,312	283	5,591

Prepared by: National Data & Surveying Services
Project # 08-5075-046



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Canyon Blvd

E/W STREET: Parthenia St

PERIOD: AM Peak Hour

DATE: FRIDAY 10/24/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	74	0	13	0	0	0	0	291	52	10	392	0	832
7:15 - 7:30	107	3	16	0	0	0	0	385	72	16	467	7	1,073
7:30 - 7:45	158	8	18	0	0	0	0	407	78	15	455	8	1,147
7:45 - 8:00	167	7	9	0	0	0	0	373	84	27	424	9	1,100
8:00 - 8:15	119	4	9	0	0	0	0	346	78	19	371	3	949
8:15 - 8:30	99	2	16	0	0	0	0	333	40	17	408	5	920
8:30 - 8:45	66	0	19	0	0	0	0	298	45	9	366	1	804
8:45 - 9:00	78	0	6	0	0	0	0	364	61	24	451	0	984

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	506	18	56	0	0	0	0	1,456	286	68	1,738	24	4,152
7:15 - 8:15	551	22	52	0	0	0	0	1,511	312	77	1,717	27	4,269 *
7:30 - 8:30	543	21	52	0	0	0	0	1,459	280	78	1,658	25	4,116
7:45 - 8:45	451	13	53	0	0	0	0	1,350	247	72	1,569	18	3,773
8:00 - 9:00	362	6	50	0	0	0	0	1,341	224	69	1,596	9	3,657

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

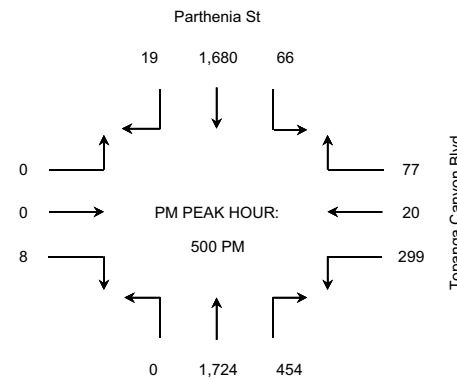
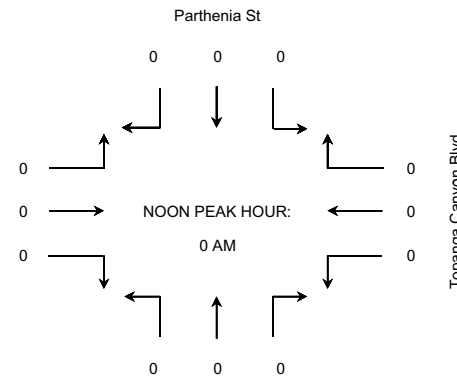
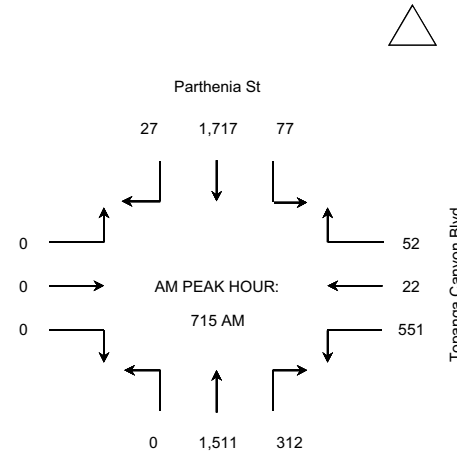
PERIOD: PM Peak Hour

DATE: FRIDAY 10/24/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	51	2	12	0	0	1	0	430	97	13	408	4	1,018
4:15 - 4:30	59	2	21	0	0	0	0	426	105	10	376	2	1,001
4:30 - 4:45	46	5	17	0	0	1	0	428	107	11	428	5	1,048
4:45 - 5:00	71	5	21	0	0	1	0	386	93	20	373	3	973
5:00 - 5:15	68	3	16	0	0	2	0	451	127	13	465	2	1,147
5:15 - 5:30	84	8	26	0	0	2	0	389	121	21	397	4	1,052
5:30 - 5:45	70	5	18	0	0	2	0	457	107	13	428	5	1,105
5:45 - 6:00	77	4	17	0	0	2	0	427	99	19	390	8	1,043

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	227	14	71	0	0	3	0	1,670	402	54	1,585	14	4,040
4:15 - 5:15	244	15	75	0	0	4	0	1,691	432	54	1,642	12	4,169
4:30 - 5:30	269	21	80	0	0	6	0	1,654	448	65	1,663	14	4,220
4:45 - 5:45	293	21	81	0	0	7	0	1,683	448	67	1,663	14	4,277
5:00 - 6:00	299	20	77	0	0	8	0	1,724	454	66	1,680	19	4,347 *

Prepared by: National Data & Surveying Services
Project # 08-5075-047



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Parthenia St

PERIOD: AM Peak Hour

DATE: FRIDAY 10/24/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	59	92	32	11	70	15	3	134	30	13	162	1	622
7:15 - 7:30	61	101	42	22	92	12	5	151	38	11	168	1	704
7:30 - 7:45	71	184	58	26	120	34	4	149	55	18	205	9	933
7:45 - 8:00	75	212	65	15	116	39	4	174	65	20	219	6	1,010
8:00 - 8:15	68	154	50	7	105	29	11	161	57	15	172	1	830
8:15 - 8:30	84	155	44	6	86	24	7	174	42	15	167	1	805
8:30 - 8:45	63	105	39	7	90	13	4	164	41	17	169	2	714
8:45 - 9:00	59	88	27	9	78	14	7	147	43	17	150	6	645

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	266	589	197	74	398	100	16	608	188	62	754	17	3,269
7:15 - 8:15	275	651	215	70	433	114	24	635	215	64	764	17	3,477
7:30 - 8:30	298	705	217	54	427	126	26	658	219	68	763	17	3,578 *
7:45 - 8:45	290	626	198	35	397	105	26	673	205	67	727	10	3,359
8:00 - 9:00	274	502	160	29	359	80	29	646	183	64	658	10	2,994

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

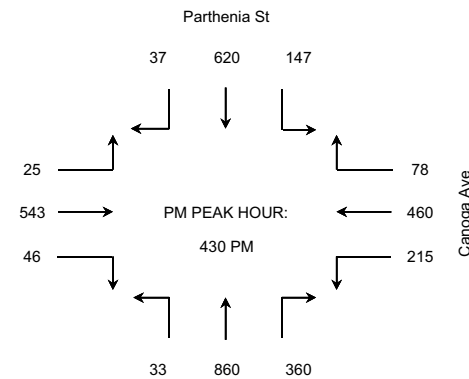
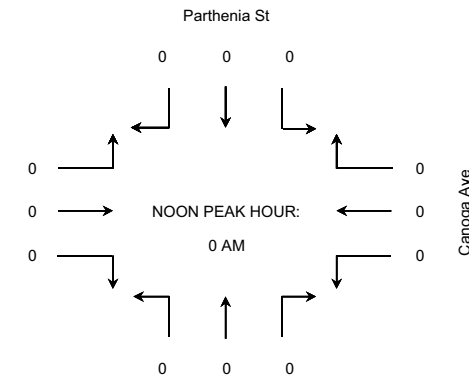
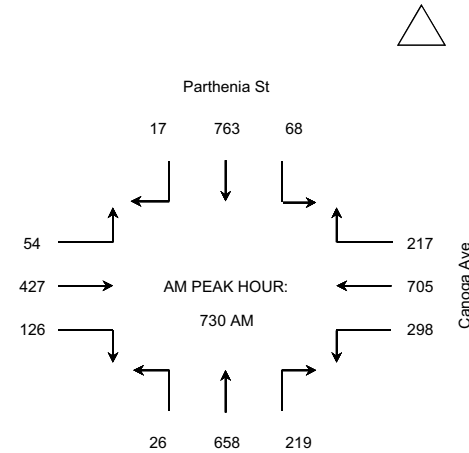
PERIOD: PM Peak Hour

DATE: FRIDAY 10/24/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	65	117	33	12	117	12	11	187	92	36	131	10	823
4:15 - 4:30	65	99	33	10	118	11	13	201	92	23	125	8	798
4:30 - 4:45	58	91	21	9	142	13	9	218	80	36	169	11	857
4:45 - 5:00	64	102	23	6	137	16	10	231	86	39	148	13	875
5:00 - 5:15	35	106	16	5	123	10	6	225	89	37	144	5	801
5:15 - 5:30	58	161	18	5	141	7	8	186	105	35	159	8	891
5:30 - 5:45	57	123	20	6	116	9	12	205	87	32	127	9	803
5:45 - 6:00	63	115	15	7	123	15	16	201	83	20	122	9	789

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	252	409	110	37	514	52	43	837	350	134	573	42	3,353
4:15 - 5:15	222	398	93	30	520	50	38	875	347	135	586	37	3,331
4:30 - 5:30	215	460	78	25	543	46	33	860	360	147	620	37	3,424 *
4:45 - 5:45	214	492	77	22	517	42	36	847	367	143	578	35	3,370
5:00 - 6:00	213	505	69	23	503	41	42	817	364	124	552	31	3,284

Prepared by: National Data & Surveying Services
Project # 08-5075-048



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Parthenia St

PERIOD: AM Peak Hour

DATE: FRIDAY 10/24/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	20	149	22	33	111	14	7	287	12	12	303	30	1,000
7:15 - 7:30	23	201	34	39	142	12	7	345	15	18	341	30	1,207
7:30 - 7:45	26	252	41	22	170	19	12	314	26	21	377	40	1,320
7:45 - 8:00	28	311	49	19	200	15	19	313	16	29	401	36	1,436
8:00 - 8:15	27	252	31	20	129	23	21	269	15	15	338	37	1,177
8:15 - 8:30	26	234	28	16	105	17	10	209	22	7	339	33	1,046
8:30 - 8:45	25	150	21	26	114	10	9	204	14	18	305	21	917
8:45 - 9:00	16	140	25	24	97	13	7	209	20	8	305	24	888

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	97	913	146	113	623	60	45	1,259	69	80	1,422	136	4,963
7:15 - 8:15	104	1,016	155	100	641	69	59	1,241	72	83	1,457	143	5,140 *
7:30 - 8:30	107	1,049	149	77	604	74	62	1,105	79	72	1,455	146	4,979
7:45 - 8:45	106	947	129	81	548	65	59	995	67	69	1,383	127	4,576
8:00 - 9:00	94	776	105	86	445	63	47	891	71	48	1,287	115	4,028

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

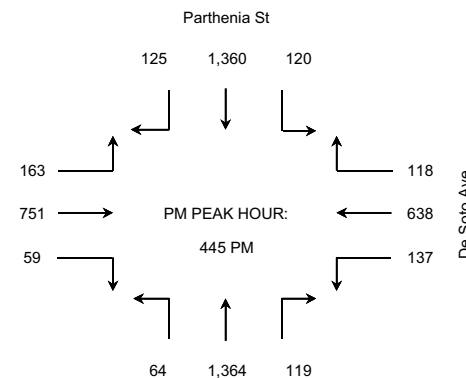
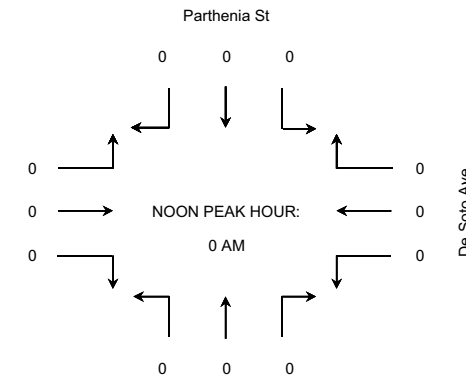
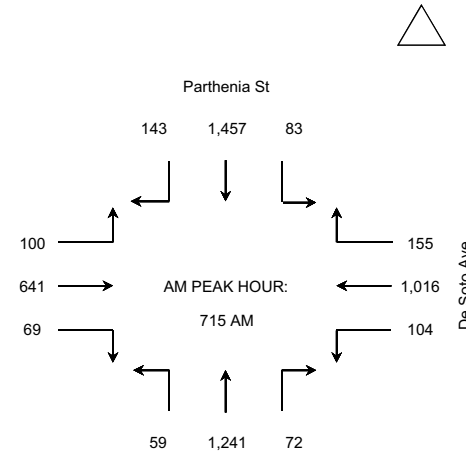
PERIOD: PM Peak Hour

DATE: FRIDAY 10/24/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	26	159	19	35	168	11	13	301	37	28	293	36	1,126
4:15 - 4:30	35	128	23	49	142	11	20	320	35	19	273	34	1,089
4:30 - 4:45	21	124	32	40	204	17	13	303	30	34	328	46	1,192
4:45 - 5:00	32	146	34	48	178	12	16	350	26	27	325	29	1,223
5:00 - 5:15	31	167	23	37	194	15	15	327	33	31	346	34	1,253
5:15 - 5:30	42	176	28	37	184	13	12	346	22	27	347	26	1,260
5:30 - 5:45	32	149	33	41	195	19	21	341	38	35	342	36	1,282
5:45 - 6:00	29	155	32	38	158	16	18	328	37	24	296	29	1,160

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	114	557	108	172	692	51	62	1,274	128	108	1,219	145	4,630
4:15 - 5:15	119	565	112	174	718	55	64	1,300	124	111	1,272	143	4,757
4:30 - 5:30	126	613	117	162	760	57	56	1,326	111	119	1,346	135	4,928
4:45 - 5:45	137	638	118	163	751	59	64	1,364	119	120	1,360	125	5,018 *
5:00 - 6:00	134	647	116	153	731	63	66	1,342	130	117	1,331	125	4,955

Prepared by: National Data & Surveying Services
Project # 08-5075-049



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Fallbrook Ave

E/W STREET: Roscoe Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	90	95	30	3	149	26	14	33	69	13	27	4	553
7:15 - 7:30	92	122	49	6	166	34	15	37	87	16	35	12	671
7:30 - 7:45	112	188	49	9	170	63	7	46	114	14	51	11	834
7:45 - 8:00	114	182	64	10	171	55	33	59	81	9	47	19	844
8:00 - 8:15	114	187	61	8	175	36	33	95	99	8	37	10	863
8:15 - 8:30	109	163	55	5	158	35	28	48	101	15	50	7	774
8:30 - 8:45	92	123	37	5	143	47	24	43	81	17	42	6	660
8:45 - 9:00	112	119	27	5	115	36	32	42	79	8	26	6	607

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	408	587	192	28	656	178	69	175	351	52	160	46	2,902
7:15 - 8:15	432	679	223	33	682	188	88	237	381	47	170	52	3,212
7:30 - 8:30	449	720	229	32	674	189	101	248	395	46	185	47	3,315 *
7:45 - 8:45	429	655	217	28	647	173	118	245	362	49	176	42	3,141
8:00 - 9:00	427	592	180	23	591	154	117	228	360	48	155	29	2,904

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

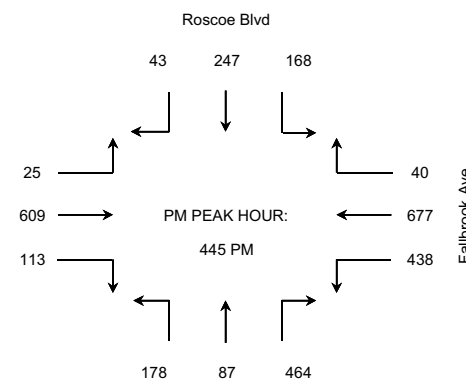
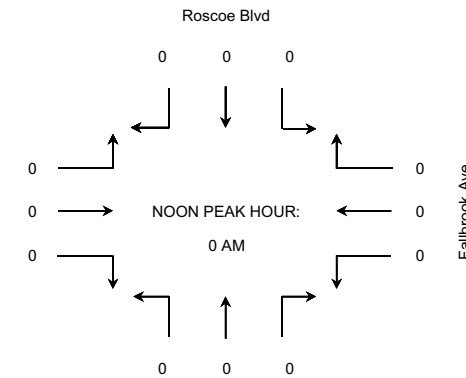
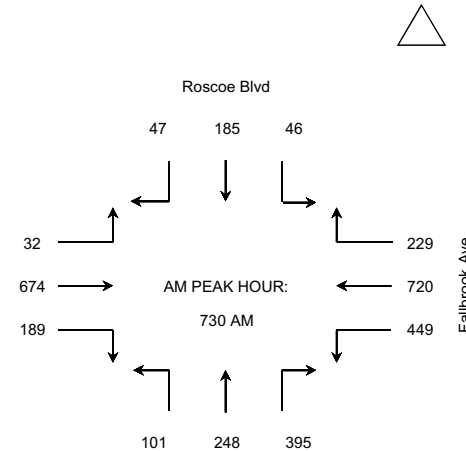
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	78	117	12	4	122	27	28	22	115	58	51	10	644
4:15 - 4:30	91	146	8	2	123	17	30	21	98	33	28	7	604
4:30 - 4:45	109	139	11	11	143	25	37	21	106	38	44	13	697
4:45 - 5:00	109	145	12	7	151	25	48	30	112	27	33	9	708
5:00 - 5:15	110	176	13	8	156	24	39	17	119	49	77	10	798
5:15 - 5:30	110	178	5	8	169	43	47	25	121	39	84	12	841
5:30 - 5:45	109	178	10	2	133	21	44	15	112	53	53	12	742
5:45 - 6:00	116	155	9	7	127	24	42	13	128	28	42	14	705

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	387	547	43	24	539	94	143	94	431	156	156	39	2,653
4:15 - 5:15	419	606	44	28	573	91	154	89	435	147	182	39	2,807
4:30 - 5:30	438	638	41	34	619	117	171	93	458	153	238	44	3,044
4:45 - 5:45	438	677	40	25	609	113	178	87	464	168	247	43	3,089 *
5:00 - 6:00	445	687	37	25	585	112	172	70	480	169	256	48	3,086

Prepared by: National Data & Surveying Services
Project # 08-5075-050



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Shoup Ave

E/W STREET: Roscoe Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	40	195	3	7	221	19	17	14	67	1	44	3	631
7:15 - 7:30	64	257	4	2	260	26	16	19	91	2	62	2	805
7:30 - 7:45	74	315	0	5	258	22	13	23	105	6	93	3	917
7:45 - 8:00	97	309	1	8	259	27	26	46	109	3	85	6	976
8:00 - 8:15	86	349	6	6	294	23	28	32	99	2	60	7	992
8:15 - 8:30	91	276	2	4	235	22	23	43	109	3	53	3	864
8:30 - 8:45	86	227	6	4	227	22	19	23	91	4	39	1	749
8:45 - 9:00	74	215	1	4	196	15	11	12	85	3	35	4	655

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	275	1,076	8	22	998	94	72	102	372	12	284	14	3,329
7:15 - 8:15	321	1,230	11	21	1,071	98	83	120	404	13	300	18	3,690
7:30 - 8:30	348	1,249	9	23	1,046	94	90	144	422	14	291	19	3,749 *
7:45 - 8:45	360	1,161	15	22	1,015	94	96	144	408	12	237	17	3,581
8:00 - 9:00	337	1,067	15	18	952	82	81	110	384	12	187	15	3,260

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

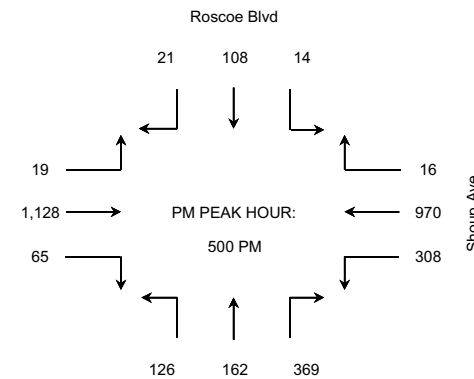
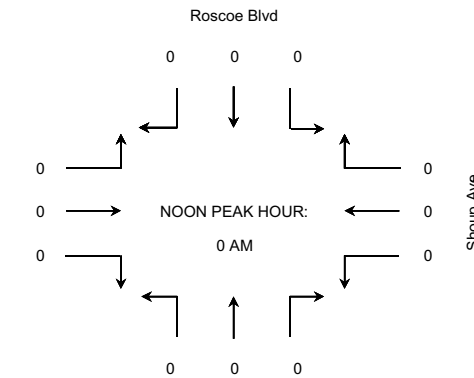
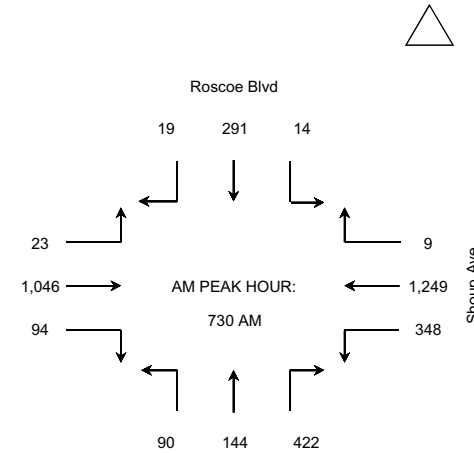
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	80	172	4	5	290	8	26	33	104	3	15	4	744
4:15 - 4:30	68	207	5	11	228	18	26	25	95	4	18	4	709
4:30 - 4:45	71	199	5	7	239	17	37	32	109	2	26	3	747
4:45 - 5:00	77	207	7	5	258	17	37	39	82	7	24	4	764
5:00 - 5:15	78	238	3	8	288	15	31	39	91	7	23	3	824
5:15 - 5:30	80	250	4	2	308	21	44	50	95	1	29	11	895
5:30 - 5:45	78	251	7	2	270	19	29	44	88	3	25	4	820
5:45 - 6:00	72	231	2	7	262	10	22	29	95	3	31	3	767

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	296	785	21	28	1,015	60	126	129	390	16	83	15	2,964
4:15 - 5:15	294	851	20	31	1,013	67	131	135	377	20	91	14	3,044
4:30 - 5:30	306	894	19	22	1,093	70	149	160	377	17	102	21	3,230
4:45 - 5:45	313	946	21	17	1,124	72	141	172	356	18	101	22	3,303
5:00 - 6:00	308	970	16	19	1,128	65	126	162	369	14	108	21	3,306 *

Prepared by: National Data & Surveying Services
Project # 08-5075-051



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Mason Ave

E/W STREET: Roscoe Blvd

PERIOD: AM Peak Hour

DATE: FRIDAY 10/31/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	14	134	17	22	133	18	11	124	11	10	209	29	732
7:15 - 7:30	15	169	32	22	144	18	22	205	13	20	228	34	922
7:30 - 7:45	14	224	34	34	240	18	24	221	29	21	257	46	1,162
7:45 - 8:00	31	250	27	28	219	18	22	221	13	12	251	40	1,132
8:00 - 8:15	15	232	37	42	218	18	13	194	19	20	288	42	1,138
8:15 - 8:30	18	219	23	30	225	11	18	159	11	22	294	30	1,060
8:30 - 8:45	18	190	15	17	169	12	11	116	12	18	220	26	824
8:45 - 9:00	17	174	13	13	179	13	12	128	10	19	235	27	840

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	74	777	110	106	736	72	79	771	66	63	945	149	3,948
7:15 - 8:15	75	875	130	126	821	72	81	841	74	73	1,024	162	4,354
7:30 - 8:30	78	925	121	134	902	65	77	795	72	75	1,090	158	4,492 *
7:45 - 8:45	82	891	102	117	831	59	64	690	55	72	1,053	138	4,154
8:00 - 9:00	68	815	88	102	791	54	54	597	52	79	1,037	125	3,862

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

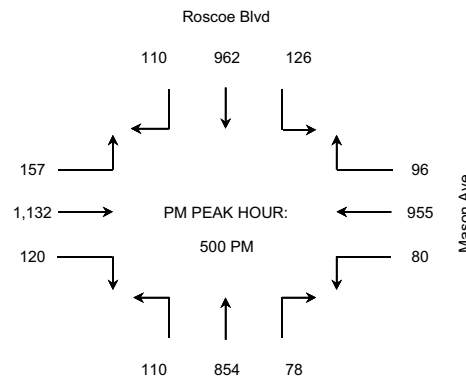
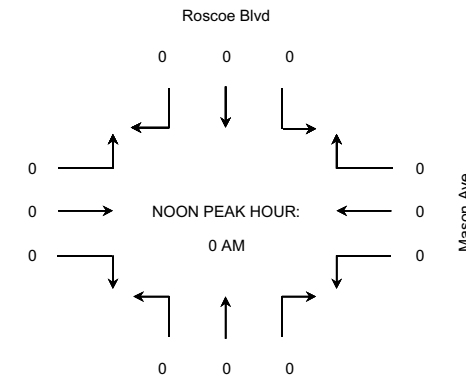
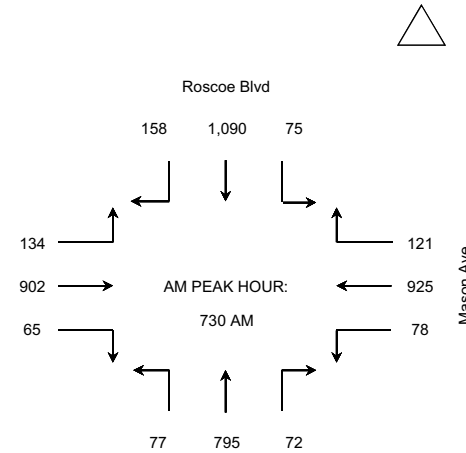
PERIOD: PM Peak Hour

DATE: FRIDAY 10/31/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	15	182	23	39	230	21	14	175	15	27	191	28	960
4:15 - 4:30	19	195	27	43	270	16	16	163	18	28	179	23	997
4:30 - 4:45	23	219	18	33	262	24	27	180	22	20	182	22	1,032
4:45 - 5:00	17	201	19	46	261	24	19	176	25	27	198	29	1,042
5:00 - 5:15	21	240	18	45	259	28	23	195	24	40	275	26	1,194
5:15 - 5:30	11	230	26	43	290	36	25	223	17	36	285	26	1,248
5:30 - 5:45	27	253	30	31	300	21	25	218	15	26	211	32	1,189
5:45 - 6:00	21	232	22	38	283	35	37	218	22	24	191	26	1,149

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	74	797	87	161	1,023	85	76	694	80	102	750	102	4,031
4:15 - 5:15	80	855	82	167	1,052	92	85	714	89	115	834	100	4,265
4:30 - 5:30	72	890	81	167	1,072	112	94	774	88	123	940	103	4,516
4:45 - 5:45	76	924	93	165	1,110	109	92	812	81	129	969	113	4,673
5:00 - 6:00	80	955	96	157	1,132	120	110	854	78	126	962	110	4,780 *

Prepared by: National Data & Surveying Services
Project # 08-5075-052



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Roscoe Blvd

PERIOD: AM Peak Hour

DATE: FRIDAY 10/24/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	25	141	23	14	142	25	17	161	19	13	188	16	784
7:15 - 7:30	46	188	44	21	181	22	13	198	28	15	239	26	1,021
7:30 - 7:45	25	188	34	45	223	17	23	185	46	21	254	33	1,094
7:45 - 8:00	30	261	39	33	209	18	22	247	46	27	269	34	1,235
8:00 - 8:15	34	195	30	29	183	17	23	211	44	26	248	25	1,065
8:15 - 8:30	37	197	22	31	195	23	30	190	29	22	236	27	1,039
8:30 - 8:45	32	182	20	25	186	17	14	177	26	19	221	25	944
8:45 - 9:00	37	166	20	28	167	24	14	186	20	15	200	16	893

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	126	778	140	113	755	82	75	791	139	76	950	109	4,134
7:15 - 8:15	135	832	147	128	796	74	81	841	164	89	1,010	118	4,415
7:30 - 8:30	126	841	125	138	810	75	98	833	165	96	1,007	119	4,433 *
7:45 - 8:45	133	835	111	118	773	75	89	825	145	94	974	111	4,283
8:00 - 9:00	140	740	92	113	731	81	81	764	119	82	905	93	3,941

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

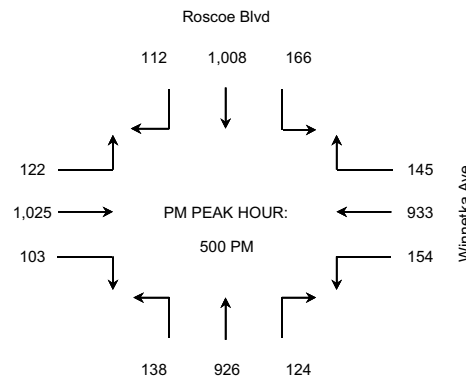
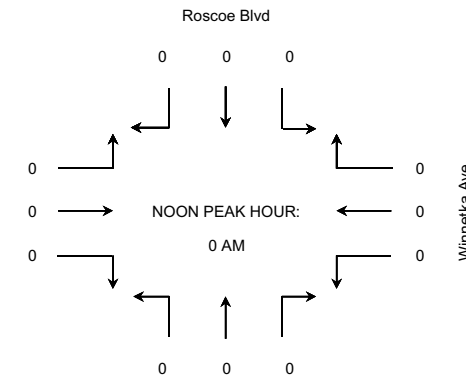
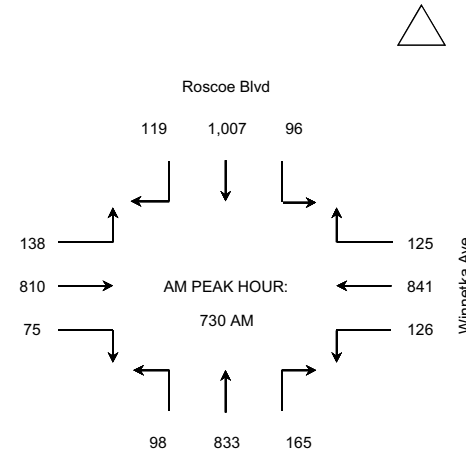
PERIOD: PM Peak Hour

DATE: FRIDAY 10/24/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	39	197	28	32	221	28	30	219	28	35	210	21	1,088
4:15 - 4:30	26	215	29	26	262	41	31	204	44	30	205	23	1,136
4:30 - 4:45	31	183	29	31	222	29	31	220	24	45	258	22	1,125
4:45 - 5:00	32	226	26	41	275	26	36	232	17	37	253	17	1,218
5:00 - 5:15	31	212	47	30	237	32	24	226	31	56	261	23	1,210
5:15 - 5:30	48	222	25	36	240	30	34	274	33	36	263	38	1,279
5:30 - 5:45	27	225	34	30	306	23	40	224	28	41	252	18	1,248
5:45 - 6:00	48	274	39	26	242	18	40	202	32	33	232	33	1,219

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	128	821	112	130	980	124	128	875	113	147	926	83	4,567
4:15 - 5:15	120	836	131	128	996	128	122	882	116	168	977	85	4,689
4:30 - 5:30	142	843	127	138	974	117	125	952	105	174	1,035	100	4,832
4:45 - 5:45	138	885	132	137	1,058	111	134	956	109	170	1,029	96	4,955
5:00 - 6:00	154	933	145	122	1,025	103	138	926	124	166	1,008	112	4,956 *

Prepared by: National Data & Surveying Services
Project # 08-5075-053



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Fallbrook Ave

E/W STREET: Saticoy St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	31	52	11	7	83	24	9	93	16	3	132	8	469
7:15 - 7:30	42	81	13	10	93	44	9	123	35	8	195	12	665
7:30 - 7:45	38	84	8	14	116	63	20	137	29	14	209	10	742
7:45 - 8:00	35	108	11	18	125	47	27	156	23	4	223	11	788
8:00 - 8:15	33	98	13	13	117	46	26	187	37	4	204	8	786
8:15 - 8:30	40	84	20	22	123	56	18	131	33	7	195	11	740
8:30 - 8:45	48	81	8	13	108	33	18	97	20	6	168	11	611
8:45 - 9:00	42	61	10	8	82	40	14	130	22	4	169	11	593

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	146	325	43	49	417	178	65	509	103	29	759	41	2,664
7:15 - 8:15	148	371	45	55	451	200	82	603	124	30	831	41	2,981
7:30 - 8:30	146	374	52	67	481	212	91	611	122	29	831	40	3,056 *
7:45 - 8:45	156	371	52	66	473	182	89	571	113	21	790	41	2,925
8:00 - 9:00	163	324	51	56	430	175	76	545	112	21	736	41	2,730

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

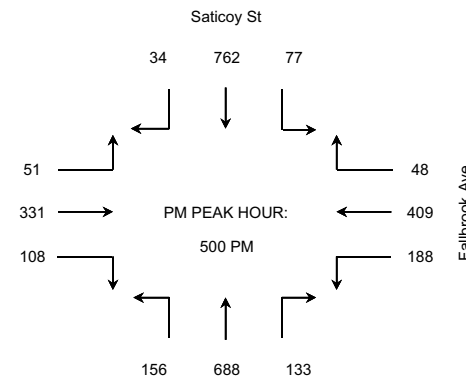
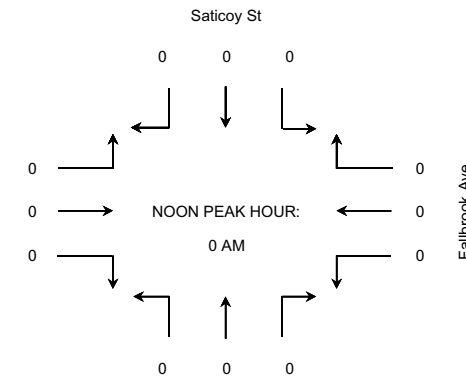
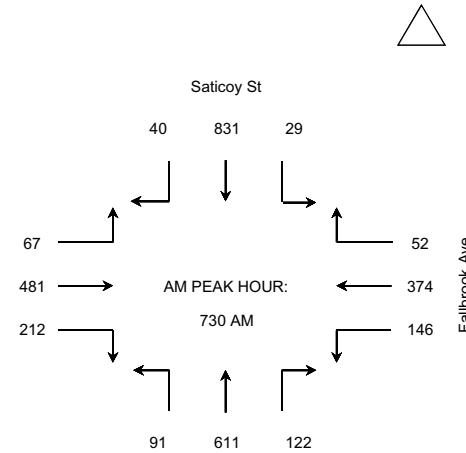
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	31	90	14	16	70	18	37	172	45	10	133	8	644
4:15 - 4:30	38	83	12	10	73	15	34	157	48	8	147	9	634
4:30 - 4:45	39	75	15	13	92	17	40	162	43	7	144	4	651
4:45 - 5:00	38	104	13	12	78	22	34	156	40	11	159	8	675
5:00 - 5:15	37	96	13	14	66	28	42	179	45	24	185	7	736
5:15 - 5:30	51	124	12	13	108	27	38	165	31	19	211	9	808
5:30 - 5:45	47	99	8	12	82	29	41	172	21	21	164	9	705
5:45 - 6:00	53	90	15	12	75	24	35	172	36	13	202	9	736

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	146	352	54	51	313	72	145	647	176	36	583	29	2,604
4:15 - 5:15	152	358	53	49	309	82	150	654	176	50	635	28	2,696
4:30 - 5:30	165	399	53	52	344	94	154	662	159	61	699	28	2,870
4:45 - 5:45	173	423	46	51	334	106	155	672	137	75	719	33	2,924
5:00 - 6:00	188	409	48	51	331	108	156	688	133	77	762	34	2,985 *

Prepared by: National Data & Surveying Services
Project # 08-5075-054



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Shoup Ave

E/W STREET: Saticoy St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	26	67	4	9	85	11	6	84	13	8	88	3	404
7:15 - 7:30	44	95	13	8	92	25	9	116	20	18	181	9	630
7:30 - 7:45	54	135	15	18	99	27	14	139	11	14	208	0	734
7:45 - 8:00	55	133	29	22	119	31	31	178	12	17	201	5	833
8:00 - 8:15	58	129	16	5	136	19	20	146	7	23	171	6	736
8:15 - 8:30	36	138	9	7	122	30	14	137	8	10	150	4	665
8:30 - 8:45	56	134	11	6	132	29	16	129	6	11	148	5	683
8:45 - 9:00	43	129	8	4	125	27	13	132	5	9	143	4	642

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	179	430	61	57	395	94	60	517	56	57	678	17	2,601
7:15 - 8:15	211	492	73	53	446	102	74	579	50	72	761	20	2,933
7:30 - 8:30	203	535	69	52	476	107	79	600	38	64	730	15	2,968 *
7:45 - 8:45	205	534	65	40	509	109	81	590	33	61	670	20	2,917
8:00 - 9:00	193	530	44	22	515	105	63	544	26	53	612	19	2,726

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

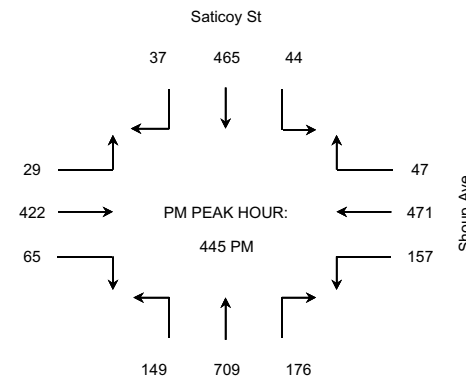
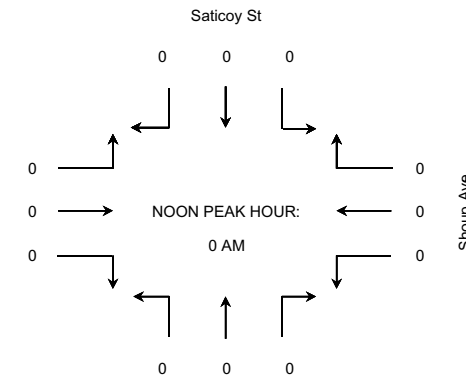
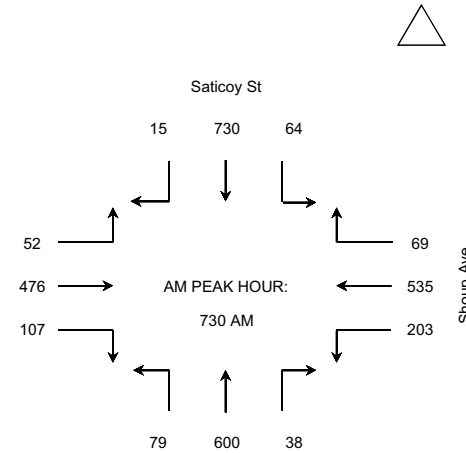
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	36	119	18	13	101	13	26	147	38	13	112	10	646
4:15 - 4:30	38	109	14	4	96	19	29	150	26	10	78	5	578
4:30 - 4:45	23	91	2	14	94	17	34	145	27	7	106	12	572
4:45 - 5:00	51	103	7	10	89	19	35	159	35	13	127	10	658
5:00 - 5:15	34	117	10	5	113	10	28	171	39	11	118	10	666
5:15 - 5:30	45	129	14	9	117	18	52	184	55	11	122	11	767
5:30 - 5:45	27	122	16	5	103	18	34	195	47	9	98	6	680
5:45 - 6:00	28	95	9	10	77	19	41	141	34	8	116	8	586

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	148	422	41	41	380	68	124	601	126	43	423	37	2,454
4:15 - 5:15	146	420	33	33	392	65	126	625	127	41	429	37	2,474
4:30 - 5:30	153	440	33	38	413	64	149	659	156	42	473	43	2,663
4:45 - 5:45	157	471	47	29	422	65	149	709	176	44	465	37	2,771 *
5:00 - 6:00	134	463	49	29	410	65	155	691	175	39	454	35	2,699

Prepared by: National Data & Surveying Services
Project # 08-5075-055



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Saticoy St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	21	214	25	21	243	31	19	162	31	30	261	19	1,077
7:15 - 7:30	25	206	21	19	227	34	22	159	33	34	244	17	1,041
7:30 - 7:45	22	221	33	29	203	39	39	228	65	30	246	34	1,189
7:45 - 8:00	21	242	35	28	226	12	23	210	15	34	268	38	1,152
8:00 - 8:15	26	242	32	23	226	29	21	171	14	37	270	34	1,125
8:15 - 8:30	25	221	25	12	227	24	25	151	15	31	237	39	1,032
8:30 - 8:45	27	157	40	24	178	24	24	128	18	23	223	26	892
8:45 - 9:00	19	178	33	27	169	18	22	168	12	29	238	37	950

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	89	883	114	97	899	116	103	759	144	128	1,019	108	4,459
7:15 - 8:15	94	911	121	99	882	114	105	768	127	135	1,028	123	4,507 *
7:30 - 8:30	94	926	125	92	882	104	108	760	109	132	1,021	145	4,498
7:45 - 8:45	99	862	132	87	857	89	93	660	62	125	998	137	4,201
8:00 - 9:00	97	798	130	86	800	95	92	618	59	120	968	136	3,999

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

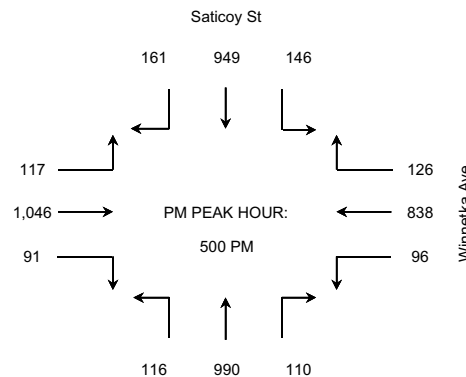
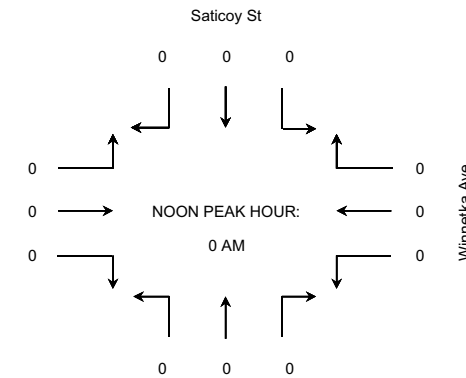
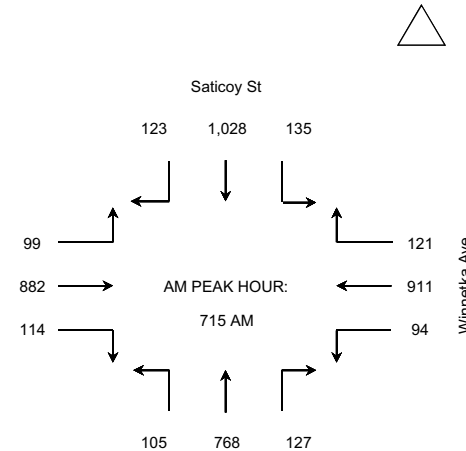
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	18	166	41	29	218	23	25	228	22	29	205	26	1,030
4:15 - 4:30	17	199	35	26	246	31	38	238	21	31	197	37	1,116
4:30 - 4:45	21	189	27	24	256	14	23	257	23	38	215	28	1,115
4:45 - 5:00	19	180	39	27	258	28	28	266	19	37	218	42	1,161
5:00 - 5:15	25	222	27	32	253	20	25	241	25	42	227	44	1,183
5:15 - 5:30	25	190	30	30	296	23	20	257	27	36	251	39	1,224
5:30 - 5:45	24	218	35	23	266	23	34	242	33	34	233	38	1,203
5:45 - 6:00	22	208	34	32	231	25	37	250	25	34	238	40	1,176

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	75	734	142	106	978	96	114	989	85	135	835	133	4,422
4:15 - 5:15	82	790	128	109	1,013	93	114	1,002	88	148	857	151	4,575
4:30 - 5:30	90	781	123	113	1,063	85	96	1,021	94	153	911	153	4,683
4:45 - 5:45	93	810	131	112	1,073	94	107	1,006	104	149	929	163	4,771
5:00 - 6:00	96	838	126	117	1,046	91	116	990	110	146	949	161	4,786 *

Prepared by: National Data & Surveying Services
Project # 08-5075-057



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Fallbrook Ave

E/W STREET: Sherman Way

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	24	92	5	17	79	26	21	101	15	10	160	16	566
7:15 - 7:30	42	150	6	17	114	24	17	122	25	15	233	30	795
7:30 - 7:45	39	202	7	30	153	37	26	178	39	22	313	35	1,081
7:45 - 8:00	29	194	25	29	228	47	34	224	42	32	315	36	1,235
8:00 - 8:15	22	137	28	39	228	60	36	186	48	33	260	28	1,105
8:15 - 8:30	34	156	9	28	142	34	27	144	43	8	223	31	879
8:30 - 8:45	40	128	11	25	118	25	24	123	19	18	207	33	771
8:45 - 9:00	47	139	13	22	120	32	35	122	51	26	218	34	859

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	134	638	43	93	574	134	98	625	121	79	1,021	117	3,677
7:15 - 8:15	132	683	66	115	723	168	113	710	154	102	1,121	129	4,216
7:30 - 8:30	124	689	69	126	751	178	123	732	172	95	1,111	130	4,300 *
7:45 - 8:45	125	615	73	121	716	166	121	677	152	91	1,005	128	3,990
8:00 - 9:00	143	560	61	114	608	151	122	575	161	85	908	126	3,614

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

PERIOD: PM Peak Hour

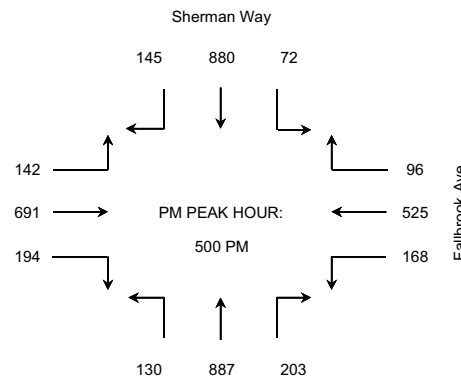
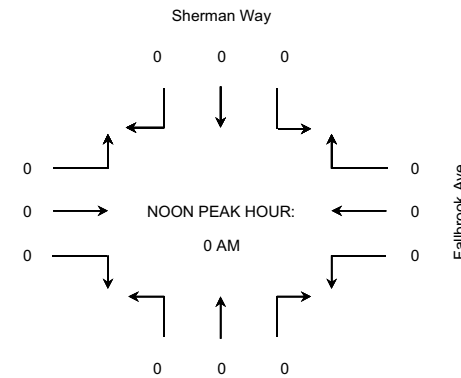
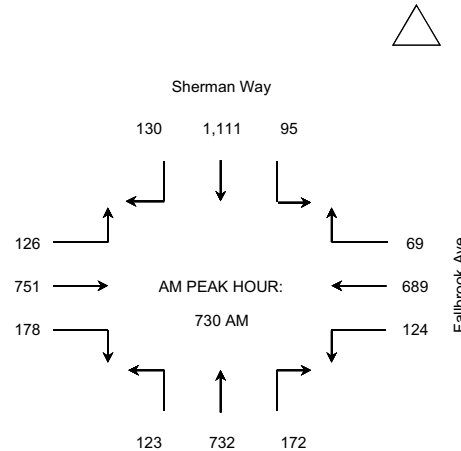
DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	35	145	22	37	183	61	54	202	44	17	183	33	1,016
4:15 - 4:30	36	132	23	38	179	49	42	183	46	11	155	41	935
4:30 - 4:45	26	159	13	29	208	57	40	197	48	13	179	26	995
4:45 - 5:00	37	138	25	35	162	37	30	183	46	18	210	32	953
5:00 - 5:15	39	127	30	34	191	63	37	223	51	17	201	42	1,055
5:15 - 5:30	37	148	18	40	177	39	39	216	47	20	260	36	1,077
5:30 - 5:45	41	132	26	33	184	56	30	225	54	19	201	33	1,034
5:45 - 6:00	51	118	22	35	139	36	24	223	51	16	218	34	967

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	134	574	83	139	732	204	166	765	184	59	727	132	3,899
4:15 - 5:15	138	556	91	136	740	206	149	786	191	59	745	141	3,938
4:30 - 5:30	139	572	86	138	738	196	146	819	192	68	850	136	4,080
4:45 - 5:45	154	545	99	142	714	195	136	847	198	74	872	143	4,119
5:00 - 6:00	168	525	96	142	691	194	130	887	203	72	880	145	4,133 *

Prepared by: National Data & Surveying Services

Project # 08-5075-058



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Winnetka Ave

E/W STREET: Sherman Way

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	24	156	13	13	153	22	8	128	8	33	262	13	833
7:15 - 7:30	37	234	40	36	206	34	18	162	31	23	274	23	1,118
7:30 - 7:45	49	285	56	37	242	39	17	225	18	45	323	31	1,367
7:45 - 8:00	42	373	18	16	260	29	26	173	17	25	274	25	1,278
8:00 - 8:15	33	276	25	15	210	33	24	191	18	35	286	32	1,178
8:15 - 8:30	42	274	22	20	201	28	21	136	11	18	302	20	1,095
8:30 - 8:45	18	188	21	13	176	27	14	132	19	31	247	28	914
8:45 - 9:00	25	207	21	17	145	23	17	148	17	30	234	25	909

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	152	1,048	127	102	861	124	69	688	74	126	1,133	92	4,596
7:15 - 8:15	161	1,168	139	104	918	135	85	751	84	128	1,157	111	4,941 *
7:30 - 8:30	166	1,208	121	88	913	129	88	725	64	123	1,185	108	4,918
7:45 - 8:45	135	1,111	86	64	847	117	85	632	65	109	1,109	105	4,465
8:00 - 9:00	118	945	89	65	732	111	76	607	65	114	1,069	105	4,096

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

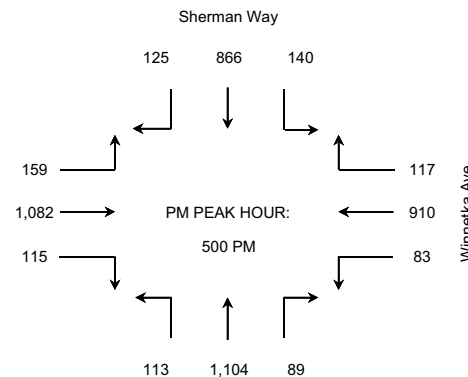
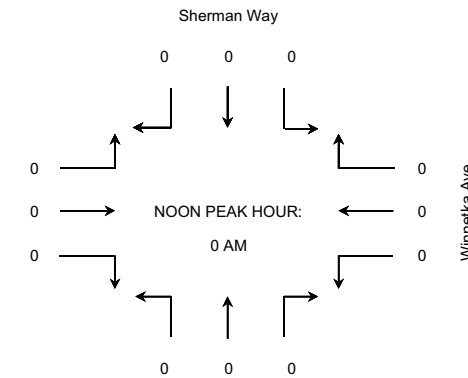
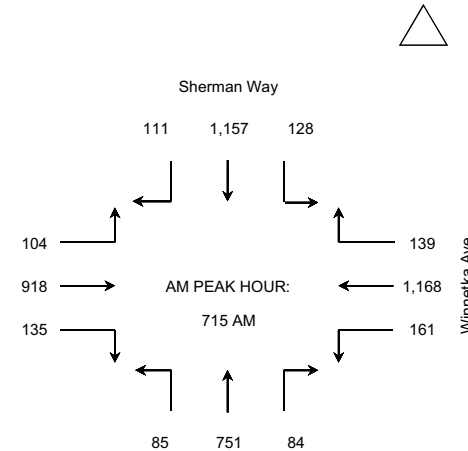
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	15	210	25	31	199	12	30	246	26	23	173	26	1,016
4:15 - 4:30	13	232	33	32	252	27	30	259	29	38	180	24	1,149
4:30 - 4:45	26	227	28	51	255	28	46	246	33	31	164	32	1,167
4:45 - 5:00	19	228	17	49	256	25	45	280	17	45	177	23	1,181
5:00 - 5:15	15	197	28	37	244	22	30	274	24	34	199	26	1,130
5:15 - 5:30	31	229	27	43	290	31	23	280	18	38	215	35	1,260
5:30 - 5:45	22	218	38	40	267	27	33	276	28	34	229	33	1,245
5:45 - 6:00	15	266	24	39	281	35	27	274	19	34	223	31	1,268

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	73	897	103	163	962	92	151	1,031	105	137	694	105	4,513
4:15 - 5:15	73	884	106	169	1,007	102	151	1,059	103	148	720	105	4,627
4:30 - 5:30	91	881	100	180	1,045	106	144	1,080	92	148	755	116	4,738
4:45 - 5:45	87	872	110	169	1,057	105	131	1,110	87	151	820	117	4,816
5:00 - 6:00	83	910	117	159	1,082	115	113	1,104	89	140	866	125	4,903 *

Prepared by: National Data & Surveying Services
Project # 08-5075-059



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Woodlake Ave

E/W STREET: Burbank Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	1	28	1	2	38	6	3	10	4	12	17	2	124
7:15 - 7:30	7	72	7	5	79	1	10	15	6	3	16	7	228
7:30 - 7:45	7	176	22	14	117	9	15	52	14	14	54	34	528
7:45 - 8:00	21	118	19	25	159	20	11	53	27	29	60	30	572
8:00 - 8:15	20	20	2	9	121	15	8	14	11	19	55	8	302
8:15 - 8:30	17	28	2	4	51	5	7	9	8	10	31	2	174
8:30 - 8:45	9	17	4	7	45	10	6	7	9	4	29	3	150
8:45 - 9:00	5	21	6	1	58	12	5	11	13	8	23	2	165

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	36	394	49	46	393	36	39	130	51	58	147	73	1,452
7:15 - 8:15	55	386	50	53	476	45	44	134	58	65	185	79	1,630 *
7:30 - 8:30	65	342	45	52	448	49	41	128	60	72	200	74	1,576
7:45 - 8:45	67	183	27	45	376	50	32	83	55	62	175	43	1,198
8:00 - 9:00	51	86	14	21	275	42	26	41	41	41	138	15	791

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

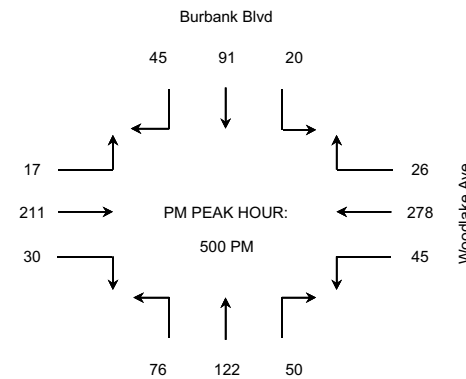
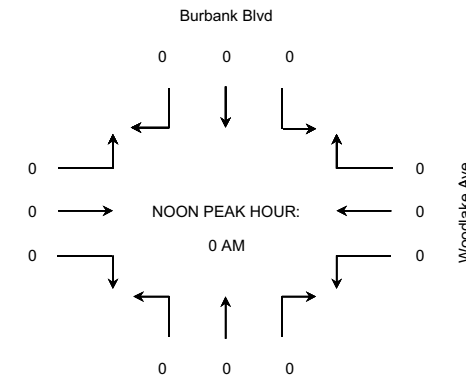
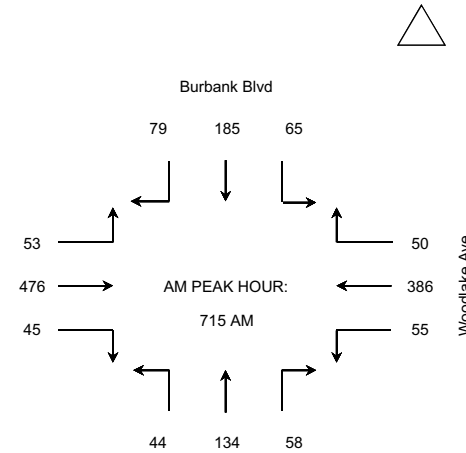
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	5	44	7	4	42	5	11	39	8	6	29	0	200
4:15 - 4:30	11	49	8	6	52	6	10	35	8	9	29	8	231
4:30 - 4:45	7	47	7	3	42	9	12	29	8	5	18	9	196
4:45 - 5:00	10	54	15	3	50	7	16	24	8	9	18	8	222
5:00 - 5:15	11	60	7	9	54	5	22	31	11	2	23	7	242
5:15 - 5:30	13	79	6	1	50	7	22	32	14	4	23	10	261
5:30 - 5:45	8	74	7	4	55	10	13	33	10	3	20	15	252
5:45 - 6:00	13	65	6	3	52	8	19	26	15	11	25	13	256

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	33	194	37	16	186	27	49	127	32	29	94	25	849
4:15 - 5:15	39	210	37	21	198	27	60	119	35	25	88	32	891
4:30 - 5:30	41	240	35	16	196	28	72	116	41	20	82	34	921
4:45 - 5:45	42	267	35	17	209	29	73	120	43	18	84	40	977
5:00 - 6:00	45	278	26	17	211	30	76	122	50	20	91	45	1,011 *

Prepared by: National Data & Surveying Services
Project # 08-5075-060



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Variel Ave

E/W STREET: Sherman Way

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	4	167	9	1	146	1	7	5	5	11	11	8	375
7:15 - 7:30	10	261	10	6	173	7	15	8	2	9	19	13	533
7:30 - 7:45	16	336	15	7	213	15	32	23	6	23	32	16	734
7:45 - 8:00	13	333	19	4	233	13	33	26	5	11	37	8	735
8:00 - 8:15	4	365	10	15	227	5	26	22	7	9	8	10	708
8:15 - 8:30	7	290	9	7	204	7	13	10	5	17	11	9	589
8:30 - 8:45	2	284	11	6	167	9	6	7	4	16	10	7	529
8:45 - 9:00	7	282	7	4	156	5	8	8	6	16	11	14	524

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	43	1,097	53	18	765	36	87	62	18	54	99	45	2,377
7:15 - 8:15	43	1,295	54	32	846	40	106	79	20	52	96	47	2,710
7:30 - 8:30	40	1,324	53	33	877	40	104	81	23	60	88	43	2,766 *
7:45 - 8:45	26	1,272	49	32	831	34	78	65	21	53	66	34	2,561
8:00 - 9:00	20	1,221	37	32	754	26	53	47	22	58	40	40	2,350

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

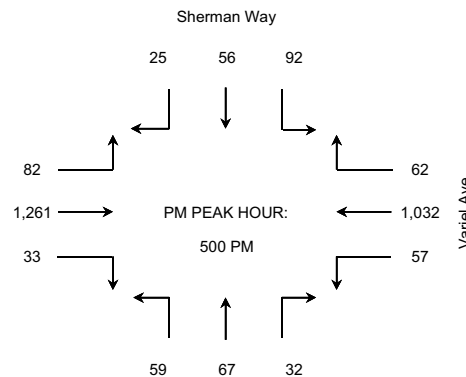
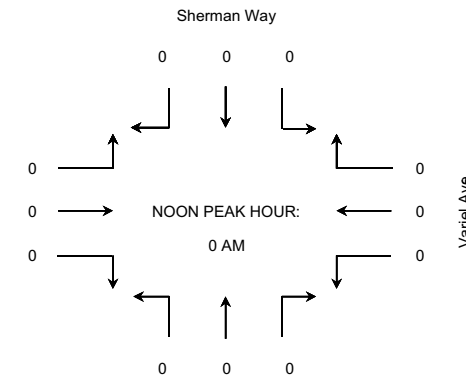
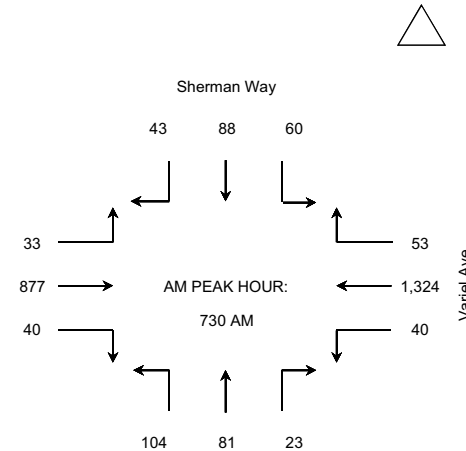
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	6	249	15	20	243	8	15	8	9	19	17	14	623
4:15 - 4:30	12	222	12	21	284	8	26	19	5	12	8	10	639
4:30 - 4:45	5	255	9	15	286	9	11	13	15	26	8	23	675
4:45 - 5:00	5	272	21	19	296	9	20	24	9	18	8	18	719
5:00 - 5:15	11	256	16	22	312	3	16	17	9	22	18	7	709
5:15 - 5:30	15	251	16	26	325	12	14	16	9	21	6	2	713
5:30 - 5:45	19	230	14	15	336	8	18	16	6	26	19	8	715
5:45 - 6:00	12	295	16	19	288	10	11	18	8	23	13	8	721

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	28	998	57	75	1,109	34	72	64	38	75	41	65	2,656
4:15 - 5:15	33	1,005	58	77	1,178	29	73	73	38	78	42	58	2,742
4:30 - 5:30	36	1,034	62	82	1,219	33	61	70	42	87	40	50	2,816
4:45 - 5:45	50	1,009	67	82	1,269	32	68	73	33	87	51	35	2,856
5:00 - 6:00	57	1,032	62	82	1,261	33	59	67	32	92	56	25	2,858 *

Prepared by: National Data & Surveying Services
Project # 08-5075-003



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Mason Ave

E/W STREET: Vanowen St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	7	191	26	23	164	6	7	48	2	15	111	39	639
7:15 - 7:30	20	247	32	26	199	13	7	68	8	13	226	32	891
7:30 - 7:45	39	271	26	33	228	22	4	66	14	18	239	17	977
7:45 - 8:00	40	257	33	28	223	22	6	85	17	12	246	23	992
8:00 - 8:15	30	224	39	25	213	11	12	89	19	22	215	30	929
8:15 - 8:30	31	197	22	26	194	7	7	53	8	23	256	20	844
8:30 - 8:45	14	172	19	20	184	8	5	52	10	11	237	29	761
8:45 - 9:00	16	199	20	15	178	9	3	57	6	18	246	21	788

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	106	966	117	110	814	63	24	267	41	58	822	111	3,499
7:15 - 8:15	129	999	130	112	863	68	29	308	58	65	926	102	3,789 *
7:30 - 8:30	140	949	120	112	858	62	29	293	58	75	956	90	3,742
7:45 - 8:45	115	850	113	99	814	48	30	279	54	68	954	102	3,526
8:00 - 9:00	91	792	100	86	769	35	27	251	43	74	954	100	3,322

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

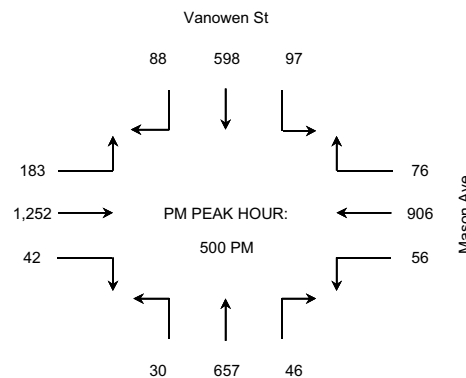
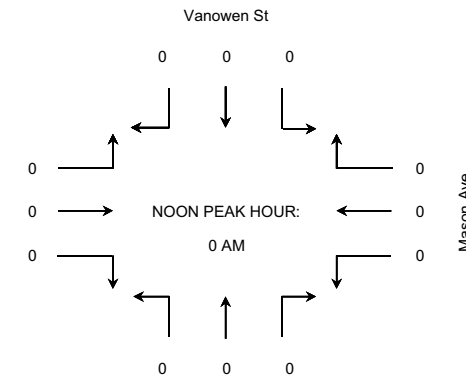
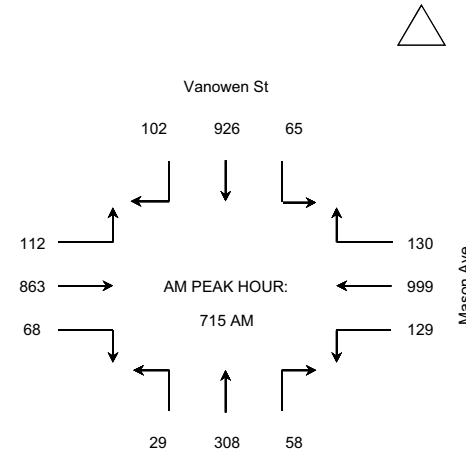
PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/22/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	6	102	7	18	141	9	15	86	8	10	70	7	479
4:15 - 4:30	7	206	7	51	249	9	8	133	7	14	95	14	800
4:30 - 4:45	10	195	21	48	311	10	5	161	11	15	120	17	924
4:45 - 5:00	16	191	19	43	286	7	7	166	14	24	119	29	921
5:00 - 5:15	12	214	20	46	331	10	6	171	12	29	146	25	1,022
5:15 - 5:30	12	230	18	43	317	10	2	155	12	19	146	24	988
5:30 - 5:45	13	238	19	50	324	12	12	176	10	23	161	18	1,056
5:45 - 6:00	19	224	19	44	280	10	10	155	12	26	145	21	965

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	39	694	54	160	987	35	35	546	40	63	404	67	3,124
4:15 - 5:15	45	806	67	188	1,177	36	26	631	44	82	480	85	3,667
4:30 - 5:30	50	830	78	180	1,245	37	20	653	49	87	531	95	3,855
4:45 - 5:45	53	873	76	182	1,258	39	27	668	48	95	572	96	3,987
5:00 - 6:00	56	906	76	183	1,252	42	30	657	46	97	598	88	4,031 *

Prepared by: National Data & Surveying Services
Project # 08-5075-007



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Lurline Ave

E/W STREET: Sherman Way

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	7	188	5	4	155	1	0	1	12	10	1	3	387
7:15 - 7:30	12	294	11	4	191	1	0	0	25	18	4	12	572
7:30 - 7:45	18	352	8	5	245	0	4	1	22	28	4	26	713
7:45 - 8:00	15	348	20	8	245	4	1	8	12	19	6	15	701
8:00 - 8:15	11	338	12	6	215	2	1	2	8	8	6	9	618
8:15 - 8:30	9	334	11	12	217	4	2	2	21	10	3	9	634
8:30 - 8:45	6	310	4	5	183	2	1	1	8	6	4	12	542
8:45 - 9:00	3	266	6	13	166	6	5	1	13	11	1	15	506

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	52	1,182	44	21	836	6	5	10	71	75	15	56	2,373
7:15 - 8:15	56	1,332	51	23	896	7	6	11	67	73	20	62	2,604
7:30 - 8:30	53	1,372	51	31	922	10	8	13	63	65	19	59	2,666 *
7:45 - 8:45	41	1,330	47	31	860	12	5	13	49	43	19	45	2,495
8:00 - 9:00	29	1,248	33	36	781	14	9	6	50	35	14	45	2,300

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

PERIOD: PM Peak Hour

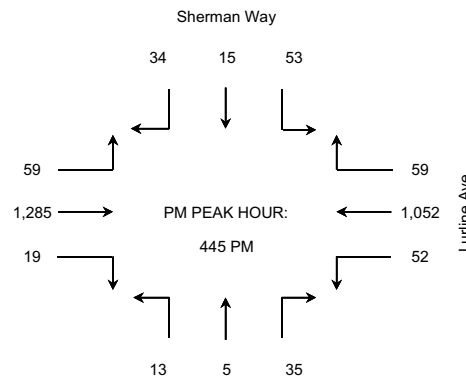
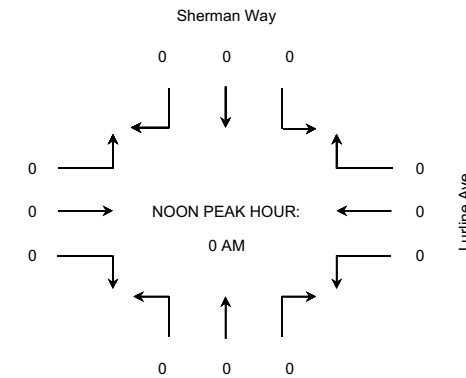
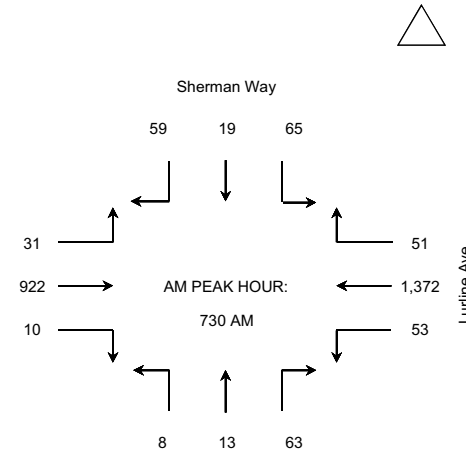
DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	10	262	10	9	250	3	2	1	10	8	6	10	581
4:15 - 4:30	11	256	11	21	291	5	3	0	7	8	3	6	622
4:30 - 4:45	12	265	9	12	284	6	2	2	10	22	2	10	636
4:45 - 5:00	7	266	17	11	320	6	7	0	8	13	5	13	673
5:00 - 5:15	15	251	10	17	312	5	2	0	10	15	2	9	648
5:15 - 5:30	15	238	20	15	322	5	1	4	8	14	5	3	650
5:30 - 5:45	15	297	12	16	331	3	3	1	9	11	3	9	710
5:45 - 6:00	9	270	3	11	319	5	1	3	9	19	1	11	661

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	40	1,049	47	53	1,145	20	14	3	35	51	16	39	2,512
4:15 - 5:15	45	1,038	47	61	1,207	22	14	2	35	58	12	38	2,579
4:30 - 5:30	49	1,020	56	55	1,238	22	12	6	36	64	14	35	2,607
4:45 - 5:45	52	1,052	59	59	1,285	19	13	5	35	53	15	34	2,681 *
5:00 - 6:00	54	1,056	45	59	1,284	18	7	8	36	59	11	32	2,669

Prepared by: National Data & Surveying Services

Project # 08-5075-012



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Mason Ave

E/W STREET: Sherman Way

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	12	171	12	15	148	5	8	73	6	24	213	19	706
7:15 - 7:30	23	228	16	20	223	9	13	120	8	25	251	28	964
7:30 - 7:45	29	322	20	22	238	11	15	125	7	23	316	35	1,163
7:45 - 8:00	30	362	15	32	225	18	16	153	9	27	266	42	1,195
8:00 - 8:15	22	337	20	17	209	11	20	133	8	26	229	35	1,067
8:15 - 8:30	22	280	20	31	196	9	11	100	11	26	276	43	1,025
8:30 - 8:45	18	242	11	17	202	9	8	90	7	20	221	41	886
8:45 - 9:00	21	251	12	20	165	14	6	73	7	19	215	42	845

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	94	1,083	63	89	834	43	52	471	30	99	1,046	124	4,028
7:15 - 8:15	104	1,249	71	91	895	49	64	531	32	101	1,062	140	4,389
7:30 - 8:30	103	1,301	75	102	868	49	62	511	35	102	1,087	155	4,450 *
7:45 - 8:45	92	1,221	66	97	832	47	55	476	35	99	992	161	4,173
8:00 - 9:00	83	1,110	63	85	772	43	45	396	33	91	941	161	3,823

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

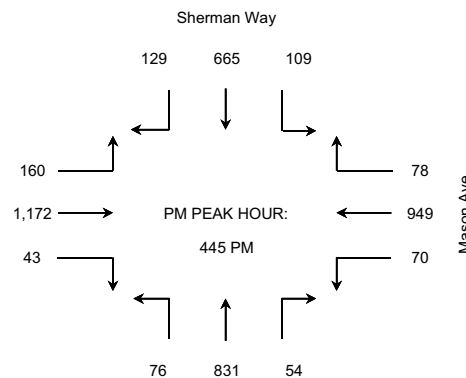
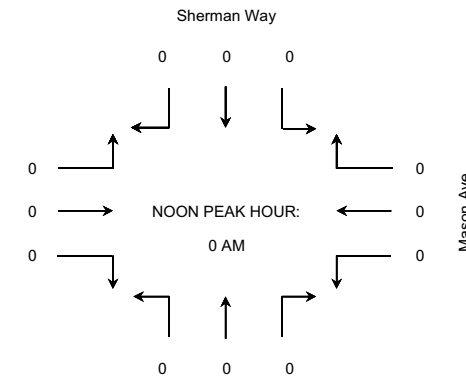
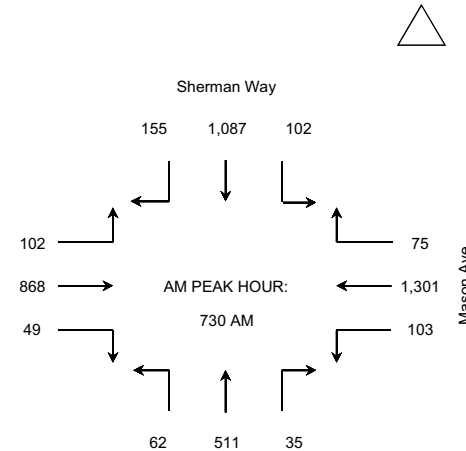
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	17	252	17	32	210	4	20	161	10	16	121	28	888
4:15 - 4:30	17	233	20	35	258	10	11	181	22	24	139	26	976
4:30 - 4:45	21	241	27	38	265	6	16	167	16	33	144	34	1,008
4:45 - 5:00	15	249	19	36	295	8	28	193	12	40	152	34	1,081
5:00 - 5:15	16	207	21	41	277	10	15	191	13	21	155	31	998
5:15 - 5:30	22	238	24	35	289	12	23	227	16	28	171	29	1,114
5:30 - 5:45	17	255	14	48	311	13	10	220	13	20	187	35	1,143
5:45 - 6:00	24	260	21	35	289	14	17	195	16	21	152	26	1,070

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	70	975	83	141	1,028	28	75	702	60	113	556	122	3,953
4:15 - 5:15	69	930	87	150	1,095	34	70	732	63	118	590	125	4,063
4:30 - 5:30	74	935	91	150	1,126	36	82	778	57	122	622	128	4,201
4:45 - 5:45	70	949	78	160	1,172	43	76	831	54	109	665	129	4,336 *
5:00 - 6:00	79	960	80	159	1,166	49	65	833	58	90	665	121	4,325

Prepared by: National Data & Surveying Services
Project # 08-5075-013



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Sale Ave

E/W STREET: Vanowen St

PERIOD: AM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	4	101	1	1	125	0	0	0	8	2	0	6	248
7:15 - 7:30	4	105	1	0	154	2	1	0	9	4	2	9	291
7:30 - 7:45	16	179	1	4	158	3	1	0	15	6	0	13	396
7:45 - 8:00	24	179	2	2	228	2	1	4	18	1	1	9	471
8:00 - 8:15	29	148	1	3	227	5	5	1	30	1	2	1	453
8:15 - 8:30	11	109	1	1	175	0	6	2	34	1	0	5	345
8:30 - 8:45	8	114	1	1	133	2	0	0	14	0	1	2	276
8:45 - 9:00	5	123	1	1	151	0	0	0	6	2	1	3	293

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	48	564	5	7	665	7	3	4	50	13	3	37	1,406
7:15 - 8:15	73	611	5	9	767	12	8	5	72	12	5	32	1,611
7:30 - 8:30	80	615	5	10	788	10	13	7	97	9	3	28	1,665 *
7:45 - 8:45	72	550	5	7	763	9	12	7	96	3	4	17	1,545
8:00 - 9:00	53	494	4	6	686	7	11	3	84	4	4	11	1,367

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

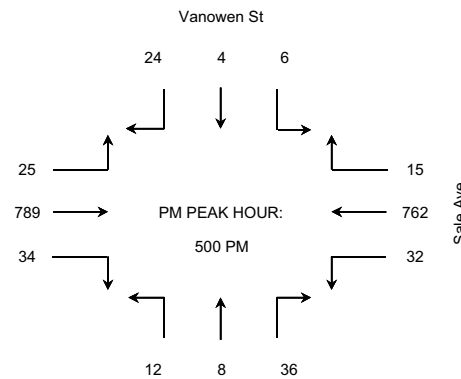
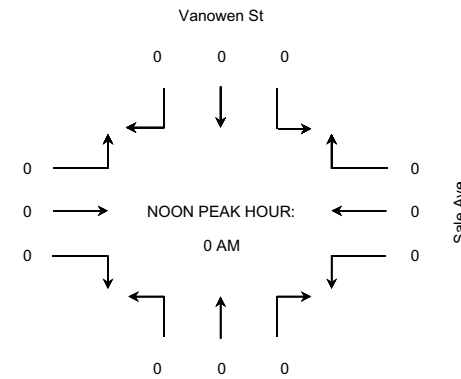
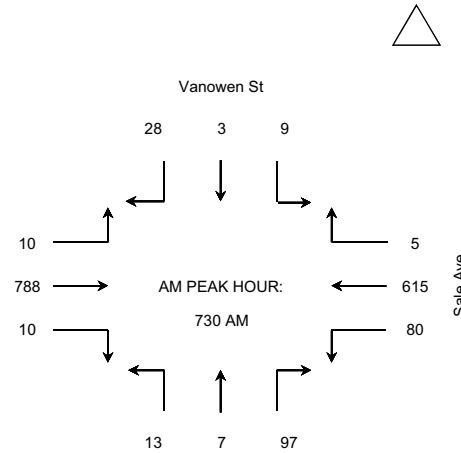
PERIOD: PM Peak Hour

DATE: TUESDAY 10/21/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	11	137	3	2	184	4	4	2	18	3	0	2	370
4:15 - 4:30	11	177	5	3	180	2	4	0	8	1	0	2	393
4:30 - 4:45	4	167	3	3	174	1	4	2	6	0	1	9	374
4:45 - 5:00	9	183	2	6	172	4	9	3	5	1	1	5	400
5:00 - 5:15	9	214	4	8	227	7	3	1	7	1	1	4	486
5:15 - 5:30	9	169	6	5	180	12	3	3	14	1	2	7	411
5:30 - 5:45	7	183	1	6	193	5	3	0	6	0	0	9	413
5:45 - 6:00	7	196	4	6	189	10	3	4	9	4	1	4	437

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	35	664	13	14	710	11	21	7	37	5	2	18	1,537
4:15 - 5:15	33	741	14	20	753	14	20	6	26	3	3	20	1,653
4:30 - 5:30	31	733	15	22	753	24	19	9	32	3	5	25	1,671
4:45 - 5:45	34	749	13	25	772	28	18	7	32	3	4	25	1,710
5:00 - 6:00	32	762	15	25	789	34	12	8	36	6	4	24	1,747 *

Prepared by: National Data & Surveying Services
Project # 08-5075-015



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Sale Ave

E/W STREET: Victory Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	26	4	5	30	2	2	10	3	3	23	1	112
7:15 - 7:30	1	125	1	10	169	1	4	0	2	3	0	7	323
7:30 - 7:45	1	186	8	13	220	5	7	1	3	8	4	10	466
7:45 - 8:00	0	215	27	10	244	2	4	8	3	11	4	7	535
8:00 - 8:15	3	142	19	5	285	5	3	5	5	7	6	5	490
8:15 - 8:30	2	139	9	7	192	1	0	0	4	3	4	4	365
8:30 - 8:45	0	160	2	9	184	4	2	0	2	5	1	7	376
8:45 - 9:00	0	130	2	3	213	3	1	1	6	5	1	6	371

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	5	552	40	38	663	10	17	19	11	25	31	25	1,436
7:15 - 8:15	5	668	55	38	918	13	18	14	13	29	14	29	1,814
7:30 - 8:30	6	682	63	35	941	13	14	14	15	29	18	26	1,856 *
7:45 - 8:45	5	656	57	31	905	12	9	13	14	26	15	23	1,766
8:00 - 9:00	5	571	32	24	874	13	6	6	17	20	12	22	1,602

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

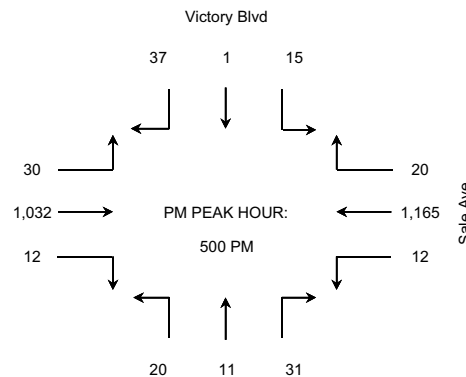
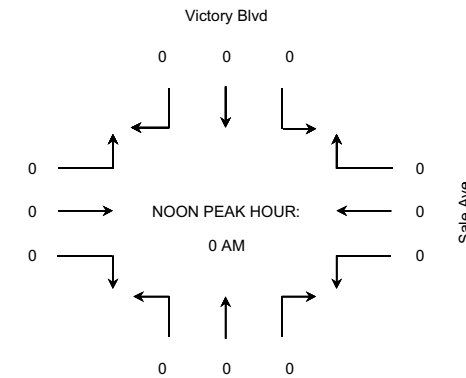
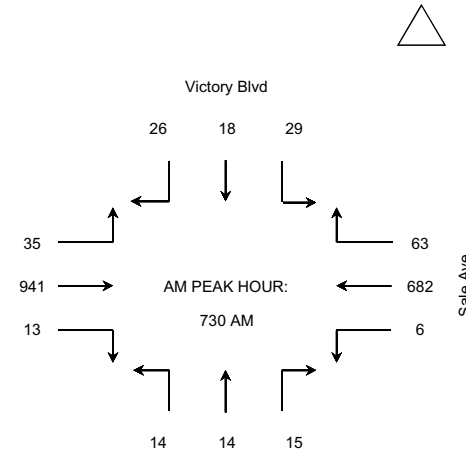
PERIOD: PM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	2	231	4	7	272	7	2	0	5	4	0	9	543
4:15 - 4:30	3	256	6	7	254	3	3	2	8	3	1	7	553
4:30 - 4:45	2	258	3	5	206	5	3	1	3	7	2	8	503
4:45 - 5:00	3	260	5	6	240	5	2	2	2	6	0	9	540
5:00 - 5:15	3	291	4	6	247	3	3	2	8	2	0	9	578
5:15 - 5:30	4	269	1	3	261	3	6	4	8	6	1	4	570
5:30 - 5:45	1	303	8	11	253	3	10	1	10	4	0	14	618
5:45 - 6:00	4	302	7	10	271	3	1	4	5	3	0	10	620

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	10	1,005	18	25	972	20	10	5	18	20	3	33	2,139
4:15 - 5:15	11	1,065	18	24	947	16	11	7	21	18	3	33	2,174
4:30 - 5:30	12	1,078	13	20	954	16	14	9	21	21	3	30	2,191
4:45 - 5:45	11	1,123	18	26	1,001	14	21	9	28	18	1	36	2,306
5:00 - 6:00	12	1,165	20	30	1,032	12	20	11	31	15	1	37	2,386 *

Prepared by: National Data & Surveying Services
Project # 08-5075-017



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Mason Ave

E/W STREET: Saticoy St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	12	146	14	20	139	11	17	75	9	20	160	16	639
7:15 - 7:30	15	201	21	24	207	22	16	127	9	22	280	25	969
7:30 - 7:45	30	226	22	41	198	19	26	172	11	19	311	28	1,103
7:45 - 8:00	33	262	25	33	231	32	32	170	4	35	287	27	1,171
8:00 - 8:15	24	225	22	26	256	20	19	163	6	45	293	40	1,139
8:15 - 8:30	23	243	22	26	244	18	23	125	7	23	297	45	1,096
8:30 - 8:45	31	175	14	29	256	23	14	123	12	21	264	49	1,011
8:45 - 9:00	30	170	13	22	178	19	14	105	14	13	260	28	866

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	90	835	82	118	775	84	91	544	33	96	1,038	96	3,882
7:15 - 8:15	102	914	90	124	892	93	93	632	30	121	1,171	120	4,382
7:30 - 8:30	110	956	91	126	929	89	100	630	28	122	1,188	140	4,509 *
7:45 - 8:45	111	905	83	114	987	93	88	581	29	124	1,141	161	4,417
8:00 - 9:00	108	813	71	103	934	80	70	516	39	102	1,114	162	4,112

PERIOD: NOON Peak Hour

DATE: NEED DATE January 0, 1900

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0 *
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0 *
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0 *

PERIOD: PM Peak Hour

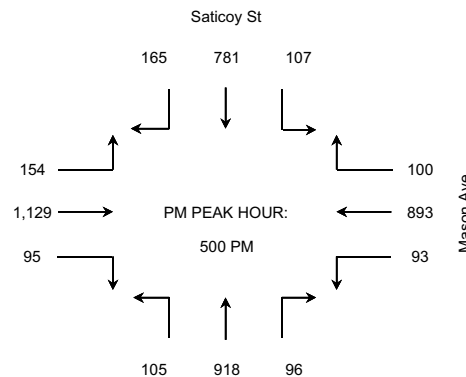
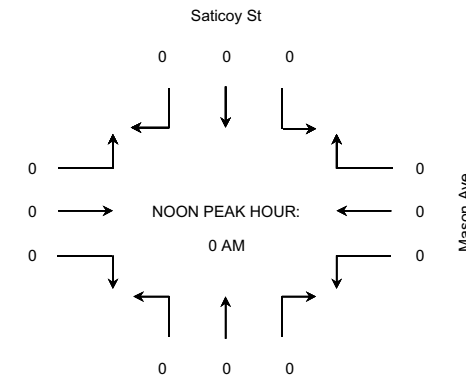
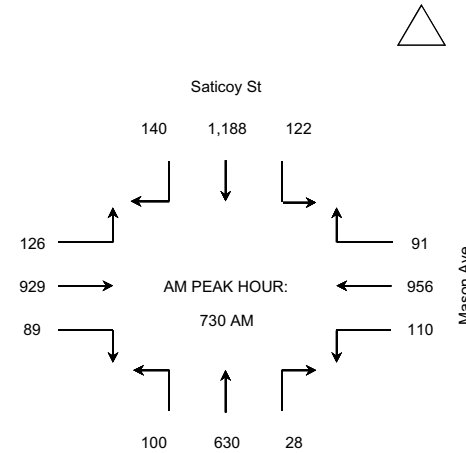
DATE: THURSDAY 10/23/2008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	17	170	19	35	242	21	17	166	12	23	122	20	864
4:15 - 4:30	13	189	19	44	271	25	32	198	22	40	176	32	1,061
4:30 - 4:45	16	187	18	38	249	19	31	178	17	23	192	33	1,001
4:45 - 5:00	17	182	24	38	269	28	36	181	25	47	181	37	1,065
5:00 - 5:15	23	204	22	37	264	21	27	196	33	22	168	37	1,054
5:15 - 5:30	21	218	24	35	283	34	22	227	22	29	202	45	1,162
5:30 - 5:45	24	233	20	42	291	30	20	243	22	27	215	35	1,202
5:45 - 6:00	25	238	34	40	291	10	36	252	19	29	196	48	1,218

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	63	728	80	155	1,031	93	116	723	76	133	671	122	3,991
4:15 - 5:15	69	762	83	157	1,053	93	126	753	97	132	717	139	4,181
4:30 - 5:30	77	791	88	148	1,065	102	116	782	97	121	743	152	4,282
4:45 - 5:45	85	837	90	152	1,107	113	105	847	102	125	766	154	4,483
5:00 - 6:00	93	893	100	154	1,129	95	105	918	96	107	781	165	4,636 *

Prepared by: National Data & Surveying Services

Project # 08-5075-056



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Canyon

E/W STREET: Vanowen

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-001

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	14	98	8	10	108	17	7	150	28	21	320	15	796
7:15 - 7:30	19	135	11	14	153	21	12	179	32	27	355	18	976
7:30 - 7:45	24	154	14	14	168	24	9	242	40	23	342	23	1,077
7:45 - 8:00	29	180	12	17	183	26	7	236	38	29	272	16	1,045
8:00 - 8:15	32	189	16	23	148	29	6	191	44	34	262	20	994
8:15 - 8:30	26	179	12	24	141	22	13	181	48	31	276	19	972
8:30 - 8:45	19	208	7	24	169	18	9	203	40	28	303	26	1,054
8:45 - 9:00	23	169	7	20	145	13	11	196	37	29	297	24	971
9:00 - 9:15	22	129	7	18	132	12	12	186	33	25	282	20	878
9:15 - 9:30	21	118	12	17	132	18	11	235	39	28	311	23	965
9:30 - 9:45	27	122	11	27	103	20	10	198	38	20	266	24	866
9:45 - 10:00	13	128	14	16	114	27	7	200	43	24	351	28	965

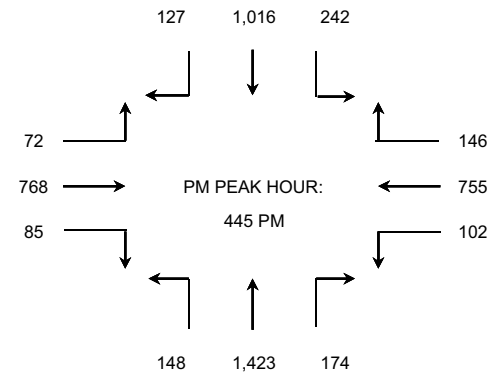
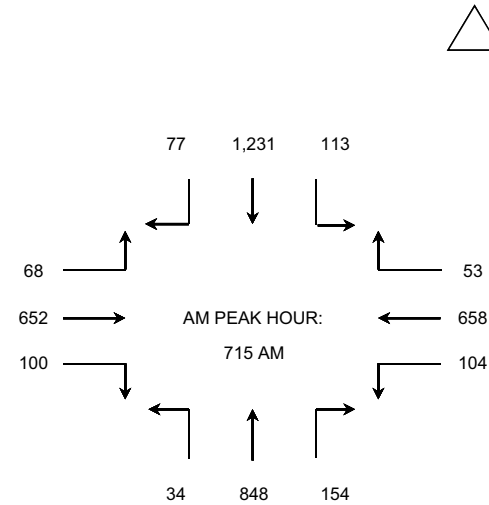
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	86	567	45	55	612	88	35	807	138	100	1,289	72	3,894
7:15 - 8:15	104	658	53	68	652	100	34	848	154	113	1,231	77	4,092 *
7:30 - 8:30	111	702	54	78	640	101	35	850	170	117	1,152	78	4,088
7:45 - 8:45	106	756	47	88	641	95	35	811	170	122	1,113	81	4,065
8:00 - 9:00	100	745	42	91	603	82	39	771	169	122	1,138	89	3,991
8:15 - 9:15	90	685	33	86	587	65	45	766	158	113	1,158	89	3,875
8:30 - 9:30	85	624	33	79	578	61	43	820	149	110	1,193	93	3,868
8:45 - 9:45	93	538	37	82	512	63	44	815	147	102	1,156	91	3,680
9:00 - 10:00	83	497	44	78	481	77	40	819	153	97	1,210	95	3,674

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	20	112	23	13	117	6	19	264	18	28	262	15	897
3:15 - 3:30	29	144	26	22	140	22	19	316	34	53	290	27	1,122
3:30 - 3:45	19	144	25	19	162	7	20	267	25	39	220	29	976
3:45 - 4:00	19	158	16	21	112	20	22	284	26	45	238	22	983
4:00 - 4:15	17	155	16	16	189	30	26	368	35	59	306	24	1,241
4:15 - 4:30	28	198	35	22	200	17	24	319	41	48	272	31	1,235
4:30 - 4:45	22	123	20	11	155	11	26	332	28	43	288	24	1,083
4:45 - 5:00	31	219	38	24	225	30	24	353	55	65	204	33	1,301
5:00 - 5:15	18	176	34	13	191	18	29	390	49	70	298	28	1,314
5:15 - 5:30	31	178	28	17	183	18	55	328	27	53	246	33	1,197
5:30 - 5:45	22	182	46	18	169	19	40	352	43	54	268	33	1,246
5:45 - 6:00	25	187	56	22	196	25	40	299	34	67	252	22	1,225

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	87	558	90	75	531	55	80	1,131	103	165	1,010	93	3,978
3:15 - 4:15	84	601	83	78	603	79	87	1,235	120	196	1,054	102	4,322
3:30 - 4:30	83	655	92	78	663	74	92	1,238	127	191	1,036	106	4,435
3:45 - 4:45	86	634	87	70	656	78	98	1,303	130	195	1,104	101	4,542
4:00 - 5:00	98	695	109	73	769	88	100	1,372	159	215	1,070	112	4,860
4:15 - 5:15	99	716	127	70	771	76	103	1,394	173	226	1,062	116	4,933
4:30 - 5:30	102	696	120	65	754	77	134	1,403	159	231	1,036	118	4,895
4:45 - 5:45	102	755	146	72	768	85	148	1,423	174	242	1,016	127	5,058 *
5:00 - 6:00	96	723	164	70	739	80	164	1,369	153	244	1,064	116	4,982



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Canyon

E/W STREET: Victory

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	40	91	11	11	107	13	14	157	26	24	354	7	855
7:15 - 7:30	32	135	21	28	166	16	10	187	37	30	371	12	1,045
7:30 - 7:45	39	132	15	18	137	21	11	275	40	38	352	13	1,091
7:45 - 8:00	45	157	25	24	219	30	17	270	25	37	292	8	1,149
8:00 - 8:15	29	137	16	29	205	17	19	213	35	27	279	19	1,025
8:15 - 8:30	51	124	34	20	184	21	11	216	32	26	289	7	1,015
8:30 - 8:45	47	142	28	23	196	24	14	240	29	22	317	12	1,094
8:45 - 9:00	43	130	23	19	176	20	12	221	31	29	298	8	1,010
9:00 - 9:15	36	119	20	16	158	18	15	216	36	34	296	14	978
9:15 - 9:30	31	111	14	18	162	23	13	235	28	31	323	11	1,000
9:30 - 9:45	25	102	17	15	146	17	10	220	23	26	273	9	883
9:45 - 10:00	32	116	19	14	153	15	12	206	15	22	334	11	949

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	156	515	72	81	629	80	52	889	128	129	1,369	40	4,140
7:15 - 8:15	145	561	77	99	727	84	57	945	137	132	1,294	52	4,310 *
7:30 - 8:30	164	550	90	91	745	89	58	974	132	128	1,212	47	4,280
7:45 - 8:45	172	560	103	96	804	92	61	939	121	112	1,177	46	4,283
8:00 - 9:00	170	533	101	91	761	82	56	890	127	104	1,183	46	4,144
8:15 - 9:15	177	515	105	78	714	83	52	893	128	111	1,200	41	4,097
8:30 - 9:30	157	502	85	76	692	85	54	912	124	116	1,234	45	4,082
8:45 - 9:45	135	462	74	68	642	78	50	892	118	120	1,190	42	3,871
9:00 - 10:00	124	448	70	63	619	73	50	877	102	113	1,226	45	3,810

PERIOD: PM Peak Hour

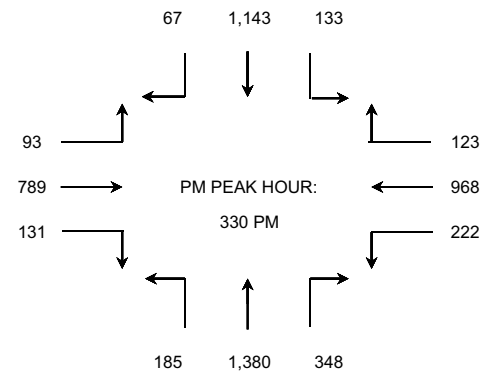
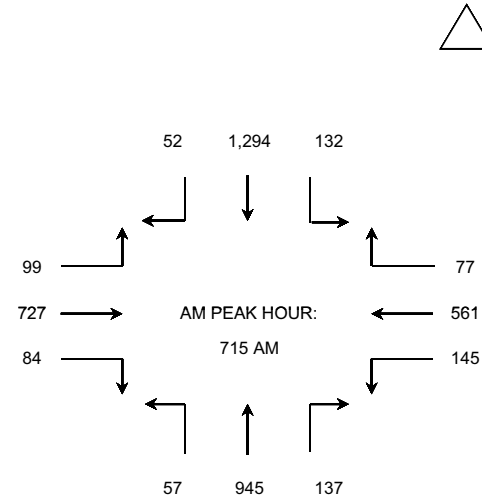
DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	98	179	24	36	162	33	36	291	66	30	265	18	1,238
3:15 - 3:30	69	228	27	30	177	22	32	299	72	24	251	18	1,249
3:30 - 3:45	36	236	29	24	160	46	62	314	90	33	308	19	1,357
3:45 - 4:00	51	214	30	27	216	31	41	348	82	32	251	17	1,340
4:00 - 4:15	69	261	28	20	184	32	46	342	96	37	312	22	1,449
4:15 - 4:30	66	257	36	22	229	22	36	376	80	31	272	9	1,436
4:30 - 4:45	52	166	17	19	134	23	40	310	54	35	257	14	1,121
4:45 - 5:00	56	261	37	21	174	31	31	346	50	27	292	14	1,340
5:00 - 5:15	32	206	30	27	163	34	24	370	82	27	289	14	1,298
5:15 - 5:30	39	231	38	31	227	32	55	363	65	31	282	17	1,411
5:30 - 5:45	46	205	28	25	170	31	40	382	53	21	299	25	1,325
5:45 - 6:00	51	234	43	21	180	31	34	309	58	37	261	20	1,279

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	254	857	110	117	715	132	171	1,252	310	119	1,075	72	5,184
3:15 - 4:15	225	939	114	101	737	131	181	1,303	340	126	1,122	76	5,395
3:30 - 4:30	222	968	123	93	789	131	185	1,380	348	133	1,143	67	5,582 *
3:45 - 4:45	238	898	111	88	763	108	163	1,376	312	135	1,092	62	5,346
4:00 - 5:00	243	945	118	82	721	108	153	1,374	280	130	1,133	59	5,346
4:15 - 5:15	206	890	120	89	700	110	131	1,402	266	120	1,110	51	5,195
4:30 - 5:30	179	864	122	98	698	120	150	1,389	251	120	1,120	59	5,170
4:45 - 5:45	173	903	133	104	734	128	150	1,461	250	106	1,162	70	5,374
5:00 - 6:00	168	876	139	104	740	128	153	1,424	258	116	1,131	76	5,313

Prepared by: National Data & Surveying Services

Project # 07-2241-002



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Canyon

E/W STREET: Erwin

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-003

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	15	10	5	6	28	20	6	196	16	18	336	7	663
7:15 - 7:30	18	16	6	6	50	27	6	232	17	37	371	8	794
7:30 - 7:45	21	22	9	17	84	32	9	267	30	39	388	5	923
7:45 - 8:00	27	35	17	15	82	29	7	281	38	38	386	9	964
8:00 - 8:15	26	32	10	13	75	22	11	293	46	48	363	5	944
8:15 - 8:30	24	30	11	12	62	22	12	282	40	37	356	5	893
8:30 - 8:45	26	28	14	16	59	19	20	269	39	37	382	3	912
8:45 - 9:00	21	34	15	12	51	16	16	277	41	39	385	7	914
9:00 - 9:15	25	29	14	15	58	27	19	270	36	37	331	7	868
9:15 - 9:30	19	36	12	8	46	20	16	268	32	36	291	6	790
9:30 - 9:45	22	40	13	9	43	19	18	284	27	28	293	8	804
9:45 - 10:00	18	30	11	8	39	16	17	265	24	26	270	6	730

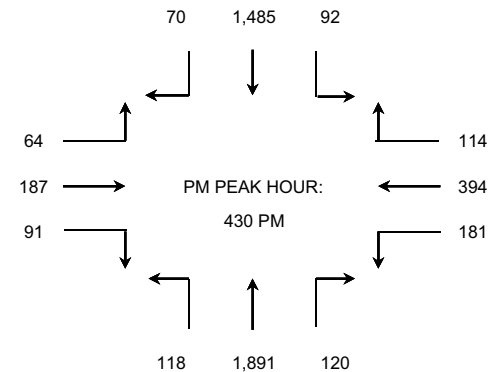
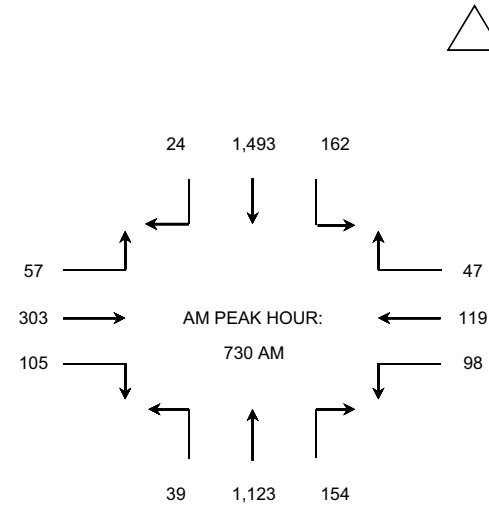
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	81	83	37	44	244	108	28	976	101	132	1,481	29	3,344
7:15 - 8:15	92	105	42	51	291	110	33	1,073	131	162	1,508	27	3,625
7:30 - 8:30	98	119	47	57	303	105	39	1,123	154	162	1,493	24	3,724 *
7:45 - 8:45	103	125	52	56	278	92	50	1,125	163	160	1,487	22	3,713
8:00 - 9:00	97	124	50	53	247	79	59	1,121	166	161	1,486	20	3,663
8:15 - 9:15	96	121	54	55	230	84	67	1,098	156	150	1,454	22	3,587
8:30 - 9:30	91	127	55	51	214	82	71	1,084	148	149	1,389	23	3,484
8:45 - 9:45	87	139	54	44	198	82	69	1,099	136	140	1,300	28	3,376
9:00 - 10:00	84	135	50	40	186	82	70	1,087	119	127	1,185	27	3,192

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	25	52	16	11	47	20	21	411	16	30	339	8	996
3:15 - 3:30	23	48	16	9	42	28	28	418	27	31	323	10	1,003
3:30 - 3:45	32	56	20	12	50	23	34	422	21	26	322	11	1,029
3:45 - 4:00	34	70	22	21	41	27	24	437	32	29	318	11	1,066
4:00 - 4:15	37	73	26	15	37	29	34	441	34	23	364	12	1,125
4:15 - 4:30	41	68	26	19	34	31	28	431	26	26	360	20	1,110
4:30 - 4:45	46	72	24	18	39	31	30	472	28	30	378	24	1,192
4:45 - 5:00	44	95	34	13	47	19	27	477	37	22	377	19	1,211
5:00 - 5:15	43	111	27	15	52	20	34	487	27	21	368	13	1,218
5:15 - 5:30	48	116	29	18	49	21	27	455	28	19	362	14	1,186
5:30 - 5:45	40	102	26	13	48	18	25	435	26	20	353	12	1,118
5:45 - 6:00	39	96	24	11	46	16	24	430	25	21	355	11	1,098

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	114	226	74	53	180	98	107	1,688	96	116	1,302	40	4,094
3:15 - 4:15	126	247	84	57	170	107	120	1,718	114	109	1,327	44	4,223
3:30 - 4:30	144	267	94	67	162	110	120	1,731	113	104	1,364	54	4,330
3:45 - 4:45	158	283	98	73	151	118	116	1,781	120	108	1,420	67	4,493
4:00 - 5:00	168	308	110	65	157	110	119	1,821	125	101	1,479	75	4,638
4:15 - 5:15	174	346	111	65	172	101	119	1,867	118	99	1,483	76	4,731
4:30 - 5:30	181	394	114	64	187	91	118	1,891	120	92	1,485	70	4,807 *
4:45 - 5:45	175	424	116	59	196	78	113	1,854	118	82	1,460	58	4,733
5:00 - 6:00	170	425	106	57	195	75	110	1,807	106	81	1,438	50	4,620



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Canyon

E/W STREET: Oxnard

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-004

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	19	16	5	5	48	23	7	214	18	12	309	5	681
7:15 - 7:30	27	24	10	11	84	40	14	254	28	18	367	7	884
7:30 - 7:45	29	41	13	7	89	48	6	314	47	26	390	4	1,014
7:45 - 8:00	30	69	18	15	144	59	12	327	43	21	382	10	1,130
8:00 - 8:15	34	60	14	13	167	62	19	323	41	31	398	12	1,174
8:15 - 8:30	32	53	17	13	165	50	20	300	44	33	376	9	1,112
8:30 - 8:45	27	55	15	10	156	55	14	335	41	24	388	12	1,132
8:45 - 9:00	24	51	16	11	131	43	23	296	42	25	352	14	1,028
9:00 - 9:15	26	47	11	12	117	48	23	284	37	27	347	17	996
9:15 - 9:30	23	53	16	17	107	46	20	280	36	24	325	18	965
9:30 - 9:45	22	51	14	15	97	41	17	262	34	25	307	13	898
9:45 - 10:00	19	46	11	1	93	36	11	255	33	22	293	12	832

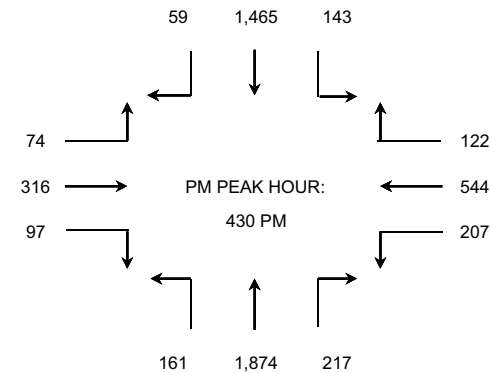
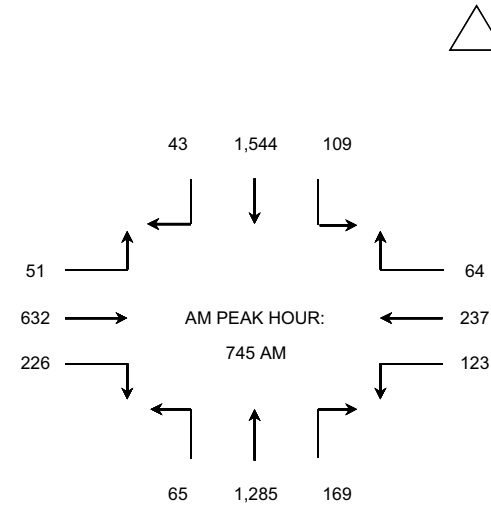
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	105	150	46	38	365	170	39	1,109	136	77	1,448	26	3,709
7:15 - 8:15	120	194	55	46	484	209	51	1,218	159	96	1,537	33	4,202
7:30 - 8:30	125	223	62	48	565	219	57	1,264	175	111	1,546	35	4,430
7:45 - 8:45	123	237	64	51	632	226	65	1,285	169	109	1,544	43	4,548 *
8:00 - 9:00	117	219	62	47	619	210	76	1,254	168	113	1,514	47	4,446
8:15 - 9:15	109	206	59	46	569	196	80	1,215	164	109	1,463	52	4,268
8:30 - 9:30	100	206	58	50	511	192	80	1,195	156	100	1,412	61	4,121
8:45 - 9:45	95	202	57	55	452	178	83	1,122	149	101	1,331	62	3,887
9:00 - 10:00	90	197	52	45	414	171	71	1,081	140	98	1,272	60	3,691

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	46	87	25	17	60	33	35	397	39	21	364	13	1,137
3:15 - 3:30	42	91	29	20	69	28	40	434	38	24	388	14	1,217
3:30 - 3:45	45	94	27	24	79	31	44	458	44	26	376	12	1,260
3:45 - 4:00	54	118	31	20	87	28	45	461	37	28	368	15	1,292
4:00 - 4:15	46	117	28	13	82	26	43	459	42	29	388	11	1,284
4:15 - 4:30	43	125	33	16	81	31	40	471	51	31	372	13	1,307
4:30 - 4:45	50	121	37	25	73	21	43	474	53	34	376	16	1,323
4:45 - 5:00	60	146	32	14	81	32	41	476	52	37	370	10	1,351
5:00 - 5:15	39	133	24	16	77	24	39	463	56	37	365	16	1,289
5:15 - 5:30	58	144	29	19	85	20	38	461	56	35	354	17	1,316
5:30 - 5:45	56	154	27	16	83	21	35	444	50	33	361	11	1,291
5:45 - 6:00	55	137	24	23	77	19	40	431	48	36	351	15	1,256

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	187	390	112	81	295	120	164	1,750	158	99	1,496	54	4,906
3:15 - 4:15	187	420	115	77	317	113	172	1,812	161	107	1,520	52	5,053
3:30 - 4:30	188	454	119	73	329	116	172	1,849	174	114	1,504	51	5,143
3:45 - 4:45	193	481	129	74	323	106	171	1,865	183	122	1,504	55	5,206
4:00 - 5:00	199	509	130	68	317	110	167	1,880	198	131	1,506	50	5,265
4:15 - 5:15	192	525	126	71	312	108	163	1,884	212	139	1,483	55	5,270
4:30 - 5:30	207	544	122	74	316	97	161	1,874	217	143	1,465	59	5,279 *
4:45 - 5:45	213	577	112	65	326	97	153	1,844	214	142	1,450	54	5,247
5:00 - 6:00	208	568	104	74	322	84	152	1,799	210	141	1,431	59	5,152



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Canyon

E/W STREET: Burbank

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-005

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	31	67	8	12	45	31	39	238	80	9	217	135	912
7:15 - 7:30	41	94	4	14	90	58	42	289	117	9	266	141	1,165
7:30 - 7:45	47	103	13	17	93	50	52	388	123	13	296	166	1,361
7:45 - 8:00	50	94	6	22	126	54	51	390	138	20	309	154	1,414
8:00 - 8:15	35	88	6	17	115	52	63	382	136	19	299	148	1,360
8:15 - 8:30	44	83	7	20	108	47	59	367	125	22	289	155	1,326
8:30 - 8:45	46	84	7	18	87	50	68	349	124	17	294	116	1,260
8:45 - 9:00	43	78	10	17	72	47	62	346	108	14	267	121	1,185
9:00 - 9:15	37	69	11	15	57	40	56	338	103	13	249	129	1,117
9:15 - 9:30	33	58	7	20	55	37	58	328	96	10	251	107	1,060
9:30 - 9:45	32	66	5	14	50	35	51	316	79	9	230	111	998
9:45 - 10:00	27	62	5	12	44	30	49	304	72	10	215	102	932

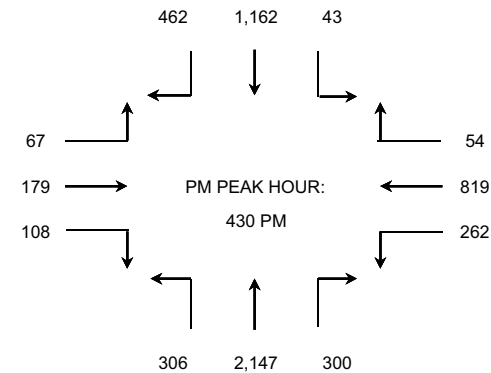
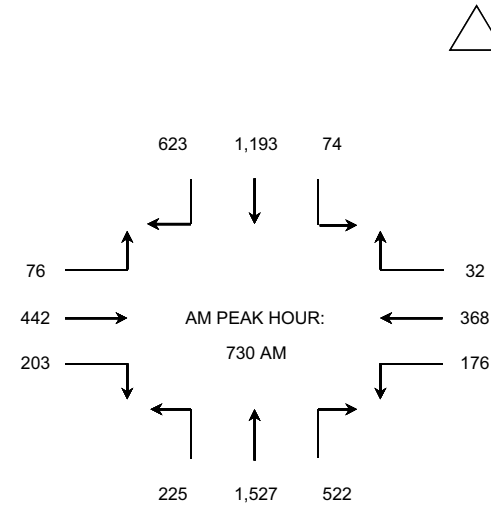
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	169	358	31	65	354	193	184	1,305	458	51	1,088	596	4,852
7:15 - 8:15	173	379	29	70	424	214	208	1,449	514	61	1,170	609	5,300
7:30 - 8:30	176	368	32	76	442	203	225	1,527	522	74	1,193	623	5,461 *
7:45 - 8:45	175	349	26	77	436	203	241	1,488	523	78	1,191	573	5,360
8:00 - 9:00	168	333	30	72	382	196	252	1,444	493	72	1,149	540	5,131
8:15 - 9:15	170	314	35	70	324	184	245	1,400	460	66	1,099	521	4,888
8:30 - 9:30	159	289	35	70	271	174	244	1,361	431	54	1,061	473	4,622
8:45 - 9:45	145	271	33	66	234	159	227	1,328	386	46	997	468	4,360
9:00 - 10:00	129	255	28	61	206	142	214	1,286	350	42	945	449	4,107

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	51	119	8	12	34	24	83	428	50	14	278	113	1,214
3:15 - 3:30	53	140	6	15	54	33	87	463	57	11	290	125	1,334
3:30 - 3:45	61	164	10	22	47	36	91	527	66	8	289	129	1,450
3:45 - 4:00	50	175	12	18	52	28	78	510	67	8	292	118	1,408
4:00 - 4:15	60	189	11	24	41	32	79	509	70	12	275	116	1,418
4:15 - 4:30	48	181	16	25	46	32	85	539	76	10	284	123	1,465
4:30 - 4:45	56	190	13	22	40	27	81	542	74	8	283	118	1,454
4:45 - 5:00	67	194	14	18	43	29	74	528	76	13	301	124	1,481
5:00 - 5:15	73	238	17	14	47	25	70	526	73	11	293	113	1,500
5:15 - 5:30	66	197	10	13	49	27	81	551	77	11	285	107	1,474
5:30 - 5:45	62	192	9	10	38	25	74	519	70	10	286	105	1,400
5:45 - 6:00	60	188	7	10	37	24	72	502	67	8	280	102	1,357

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	215	598	36	67	187	121	339	1,928	240	41	1,149	485	5,406
3:15 - 4:15	224	668	39	79	194	129	335	2,009	260	39	1,146	488	5,610
3:30 - 4:30	219	709	49	89	186	128	333	2,085	279	38	1,140	486	5,741
3:45 - 4:45	214	735	52	89	179	119	323	2,100	287	38	1,134	475	5,745
4:00 - 5:00	231	754	54	89	170	120	319	2,118	296	43	1,143	481	5,818
4:15 - 5:15	244	803	60	79	176	113	310	2,135	299	42	1,161	478	5,900
4:30 - 5:30	262	819	54	67	179	108	306	2,147	300	43	1,162	462	5,909 *
4:45 - 5:45	268	821	50	55	177	106	299	2,124	296	45	1,165	449	5,855
5:00 - 6:00	261	815	43	47	171	101	297	2,098	287	40	1,144	427	5,731



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: US 101 WB On-Ramp

E/W STREET: Burbank Blvd.

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-006

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	217	33	5	3	69	11	0	0	0	10	6	0	354
7:15 - 7:30	235	38	3	1	83	19	0	0	0	22	4	3	408
7:30 - 7:45	260	66	2	3	84	18	0	0	0	23	9	14	479
7:45 - 8:00	246	51	2	7	107	33	0	0	0	12	14	14	486
8:00 - 8:15	219	57	8	10	128	32	0	0	0	16	7	8	485
8:15 - 8:30	230	42	2	4	94	16	0	0	0	15	8	3	414
8:30 - 8:45	241	60	1	5	84	10	0	0	0	11	4	6	422
8:45 - 9:00	212	57	2	3	86	7	0	0	0	15	4	9	395
9:00 - 9:15	183	44	7	4	70	6	0	0	0	14	4	6	338
9:15 - 9:30	173	42	1	2	64	9	0	0	0	16	2	5	314
9:30 - 9:45	176	47	4	2	51	8	0	0	0	16	3	6	313
9:45 - 10:00	155	60	4	8	70	1	0	0	0	11	1	3	313

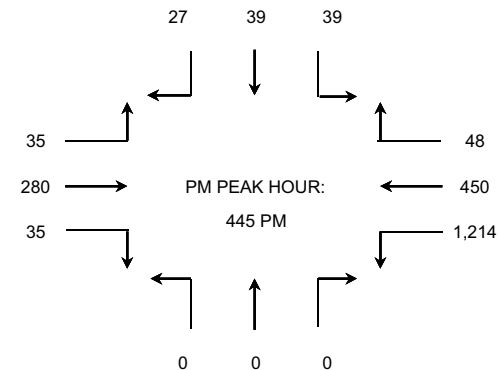
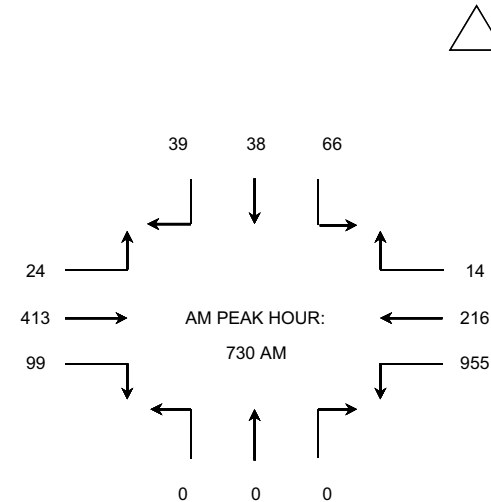
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	958	188	12	14	343	81	0	0	0	67	33	31	1,727
7:15 - 8:15	960	212	15	21	402	102	0	0	0	73	34	39	1,858
7:30 - 8:30	955	216	14	24	413	99	0	0	0	66	38	39	1,864 *
7:45 - 8:45	936	210	13	26	413	91	0	0	0	54	33	31	1,807
8:00 - 9:00	902	216	13	22	392	65	0	0	0	57	23	26	1,716
8:15 - 9:15	866	203	12	16	334	39	0	0	0	55	20	24	1,569
8:30 - 9:30	809	203	11	14	304	32	0	0	0	56	14	26	1,469
8:45 - 9:45	744	190	14	11	271	30	0	0	0	61	13	26	1,360
9:00 - 10:00	687	193	16	16	255	24	0	0	0	57	10	20	1,278

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	256	79	5	2	67	7	0	0	0	9	0	7	432
3:15 - 3:30	249	67	7	6	105	6	0	0	0	9	5	5	459
3:30 - 3:45	217	87	9	6	109	3	0	0	0	25	2	4	462
3:45 - 4:00	235	69	8	5	85	5	0	0	0	17	3	3	430
4:00 - 4:15	279	87	5	5	77	8	0	0	0	3	1	5	470
4:15 - 4:30	276	87	9	5	69	8	0	0	0	9	2	11	476
4:30 - 4:45	264	94	8	6	82	7	0	0	0	8	2	7	478
4:45 - 5:00	292	109	11	4	64	3	0	0	0	13	3	9	508
5:00 - 5:15	308	114	14	4	61	6	0	0	0	9	7	4	527
5:15 - 5:30	290	119	8	16	84	11	0	0	0	5	22	6	561
5:30 - 5:45	324	108	15	11	71	15	0	0	0	12	7	8	571
5:45 - 6:00	280	95	17	12	71	8	0	0	0	10	5	8	506

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	957	302	29	19	366	21	0	0	0	60	10	19	1,783
3:15 - 4:15	980	310	29	22	376	22	0	0	0	54	11	17	1,821
3:30 - 4:30	1,007	330	31	21	340	24	0	0	0	54	8	23	1,838
3:45 - 4:45	1,054	337	30	21	313	28	0	0	0	37	8	26	1,854
4:00 - 5:00	1,111	377	33	20	292	26	0	0	0	33	8	32	1,932
4:15 - 5:15	1,140	404	42	19	276	24	0	0	0	39	14	31	1,989
4:30 - 5:30	1,154	436	41	30	291	27	0	0	0	35	34	26	2,074
4:45 - 5:45	1,214	450	48	35	280	35	0	0	0	39	39	27	2,167 *
5:00 - 6:00	1,202	436	54	43	287	40	0	0	0	36	41	26	2,165



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Vanowen

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	39	140	14	8	139	35	7	125	12	17	172	10	718
7:15 - 7:30	44	183	35	12	194	26	9	164	13	15	227	12	934
7:30 - 7:45	50	190	36	9	202	29	9	181	14	18	235	7	980
7:45 - 8:00	38	201	30	14	212	20	8	169	15	15	240	12	974
8:00 - 8:15	47	218	36	13	176	23	11	160	14	16	228	14	956
8:15 - 8:30	53	201	32	12	169	18	8	170	13	22	215	17	930
8:30 - 8:45	56	230	36	14	196	10	10	204	13	24	262	17	1,072
8:45 - 9:00	38	195	29	12	178	16	9	185	18	19	211	19	929
9:00 - 9:15	32	150	25	19	150	13	9	167	22	16	195	17	815
9:15 - 9:30	27	144	20	18	145	14	11	162	25	13	191	14	784
9:30 - 9:45	41	116	26	14	116	9	18	192	21	15	190	9	767
9:45 - 10:00	33	147	25	11	143	13	25	238	22	25	128	15	825

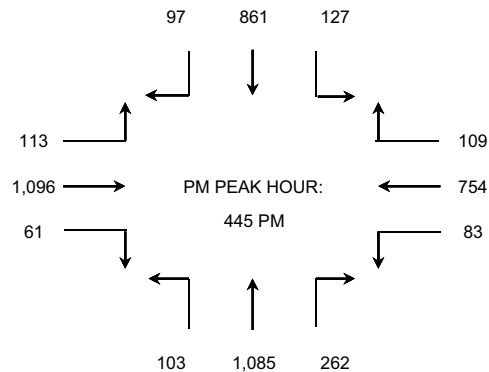
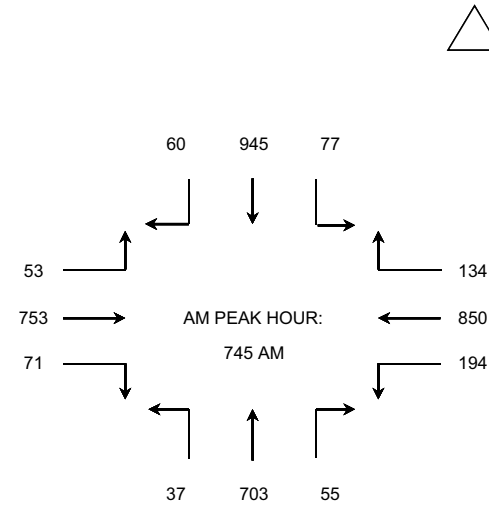
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	171	714	115	43	747	110	33	639	54	65	874	41	3,606
7:15 - 8:15	179	792	137	48	784	98	37	674	56	64	930	45	3,844
7:30 - 8:30	188	810	134	48	759	90	36	680	56	71	918	50	3,840
7:45 - 8:45	194	850	134	53	753	71	37	703	55	77	945	60	3,932 *
8:00 - 9:00	194	844	133	51	719	67	38	719	58	81	916	67	3,887
8:15 - 9:15	179	776	122	57	693	57	36	726	66	81	883	70	3,746
8:30 - 9:30	153	719	110	63	669	53	39	718	78	72	859	67	3,600
8:45 - 9:45	138	605	100	63	589	52	47	706	86	63	787	59	3,295
9:00 - 10:00	133	557	96	62	554	49	63	759	90	69	704	55	3,191

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	19	142	14	30	210	16	31	238	50	27	181	18	976
3:15 - 3:30	21	179	22	34	231	25	22	184	39	23	183	21	984
3:30 - 3:45	19	193	26	30	221	19	23	217	44	24	191	22	1,029
3:45 - 4:00	27	200	20	28	218	15	25	230	56	27	212	26	1,084
4:00 - 4:15	17	176	30	25	218	14	25	269	56	22	177	22	1,051
4:15 - 4:30	21	170	31	29	224	17	28	249	51	25	196	21	1,062
4:30 - 4:45	24	158	28	39	238	15	31	242	47	32	215	23	1,092
4:45 - 5:00	20	182	29	32	263	15	26	260	59	28	208	19	1,141
5:00 - 5:15	22	202	33	26	286	14	22	287	76	27	200	18	1,213
5:15 - 5:30	17	184	26	28	280	17	27	280	64	33	240	37	1,233
5:30 - 5:45	24	186	21	27	267	15	28	258	63	39	213	23	1,164
5:45 - 6:00	18	202	18	25	273	18	23	242	61	34	199	24	1,137

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	86	714	82	122	880	75	101	869	189	101	767	87	4,073
3:15 - 4:15	84	748	98	117	888	73	95	900	195	96	763	91	4,148
3:30 - 4:30	84	739	107	112	881	65	101	965	207	98	776	91	4,226
3:45 - 4:45	89	704	109	121	898	61	109	990	210	106	800	92	4,289
4:00 - 5:00	82	686	118	125	943	61	110	1,020	213	107	796	85	4,346
4:15 - 5:15	87	712	121	126	1,011	61	107	1,038	233	112	819	81	4,508
4:30 - 5:30	83	726	116	125	1,067	61	106	1,069	246	120	863	97	4,679
4:45 - 5:45	83	754	109	113	1,096	61	103	1,085	262	127	861	97	4,751 *
5:00 - 6:00	81	774	98	106	1,106	64	100	1,067	264	133	852	102	4,747



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Victory

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-008

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	33	144	17	12	169	21	7	114	11	24	209	11	772
7:15 - 7:30	37	184	23	17	219	30	13	156	14	28	252	14	987
7:30 - 7:45	50	190	26	16	192	35	14	178	17	43	260	20	1,041
7:45 - 8:00	57	277	30	25	234	40	18	182	20	41	280	16	1,220
8:00 - 8:15	65	241	37	20	156	48	23	156	29	47	258	18	1,098
8:15 - 8:30	69	224	44	18	129	54	31	171	37	52	246	18	1,093
8:30 - 8:45	52	236	36	13	135	43	28	205	23	46	267	24	1,108
8:45 - 9:00	44	215	21	12	171	40	26	180	32	36	186	22	985
9:00 - 9:15	48	195	28	14	148	37	23	182	30	41	167	21	934
9:15 - 9:30	34	186	23	15	150	41	28	164	26	35	162	16	880
9:30 - 9:45	25	174	25	17	137	35	19	194	18	28	156	20	848
9:45 - 10:00	28	181	20	13	149	28	17	230	23	23	117	17	846

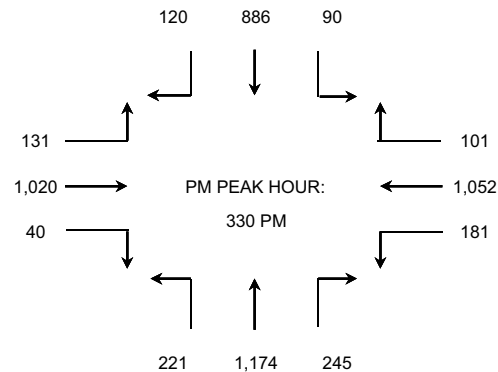
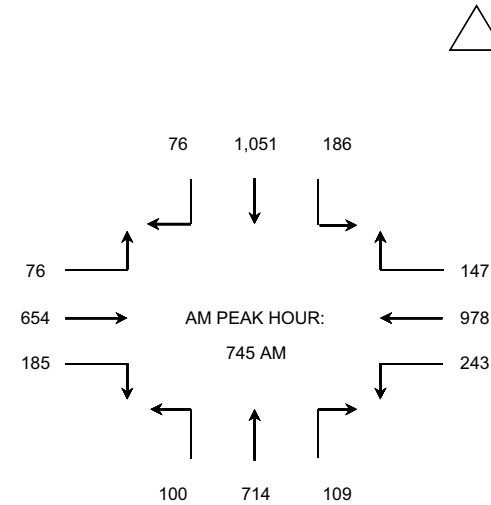
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	177	795	96	70	814	126	52	630	62	136	1,001	61	4,020
7:15 - 8:15	209	892	116	78	801	153	68	672	80	159	1,050	68	4,346
7:30 - 8:30	241	932	137	79	711	177	86	687	103	183	1,044	72	4,452
7:45 - 8:45	243	978	147	76	654	185	100	714	109	186	1,051	76	4,519 *
8:00 - 9:00	230	916	138	63	591	185	108	712	121	181	957	82	4,284
8:15 - 9:15	213	870	129	57	583	174	108	738	122	175	866	85	4,120
8:30 - 9:30	178	832	108	54	604	161	105	731	111	158	782	83	3,907
8:45 - 9:45	151	770	97	58	606	153	96	720	106	140	671	79	3,647
9:00 - 10:00	135	736	96	59	584	141	87	770	97	127	602	74	3,508

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	51	225	23	40	228	23	32	233	52	17	192	26	1,142
3:15 - 3:30	41	235	28	42	222	18	45	257	56	15	228	27	1,214
3:30 - 3:45	62	271	34	33	242	10	42	266	52	22	238	38	1,310
3:45 - 4:00	37	253	24	31	264	10	70	301	55	26	239	24	1,334
4:00 - 4:15	46	271	26	34	250	6	55	293	70	21	200	26	1,298
4:15 - 4:30	36	257	17	33	264	14	54	314	68	21	209	32	1,319
4:30 - 4:45	41	225	16	30	255	17	47	293	61	25	198	31	1,239
4:45 - 5:00	47	218	16	28	249	18	41	270	53	24	176	32	1,172
5:00 - 5:15	47	236	11	40	209	19	39	224	57	19	198	18	1,117
5:15 - 5:30	41	214	13	34	231	16	45	235	51	21	214	24	1,139
5:30 - 5:45	46	220	17	26	206	15	36	219	55	25	204	27	1,096
5:45 - 6:00	39	247	12	30	210	18	39	228	62	17	186	19	1,107

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	191	984	109	146	956	61	189	1,057	215	80	897	115	5,000
3:15 - 4:15	186	1,030	112	140	978	44	212	1,117	233	84	905	115	5,156
3:30 - 4:30	181	1,052	101	131	1,020	40	221	1,174	245	90	886	120	5,261 *
3:45 - 4:45	160	1,006	83	128	1,033	47	226	1,201	254	93	846	113	5,190
4:00 - 5:00	170	971	75	125	1,018	55	197	1,170	252	91	783	121	5,028
4:15 - 5:15	171	936	60	131	977	68	181	1,101	239	89	781	113	4,847
4:30 - 5:30	176	893	56	132	944	70	172	1,022	222	89	786	105	4,667
4:45 - 5:45	181	888	57	128	895	68	161	948	216	89	792	101	4,524
5:00 - 6:00	173	917	53	130	856	68	159	906	225	82	802	88	4,459



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Erwin

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-009

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	12	11	15	7	20	19	13	178	7	7	214	26	529
7:15 - 7:30	10	22	10	13	45	25	18	205	8	6	226	24	612
7:30 - 7:45	13	31	19	22	51	37	20	231	8	8	258	37	735
7:45 - 8:00	12	32	16	20	68	41	26	242	16	16	273	41	803
8:00 - 8:15	11	30	20	20	65	36	39	270	21	13	277	35	837
8:15 - 8:30	14	32	19	15	74	35	33	236	19	13	280	38	808
8:30 - 8:45	10	42	17	18	66	32	22	250	10	14	270	34	785
8:45 - 9:00	9	28	13	14	65	34	29	244	13	8	253	22	732
9:00 - 9:15	13	29	14	15	54	31	21	247	15	8	235	21	703
9:15 - 9:30	12	22	12	13	49	21	25	248	11	5	213	13	644
9:30 - 9:45	7	25	14	13	46	20	23	256	16	7	205	14	646
9:45 - 10:00	21	22	10	12	42	23	21	250	14	7	189	12	623

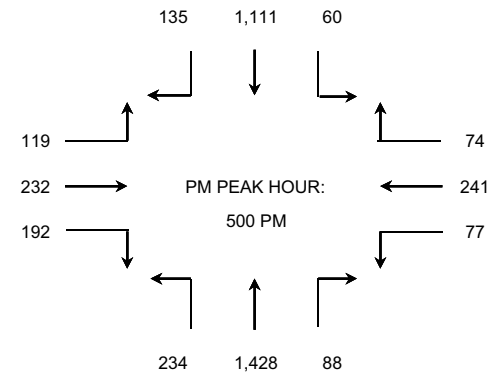
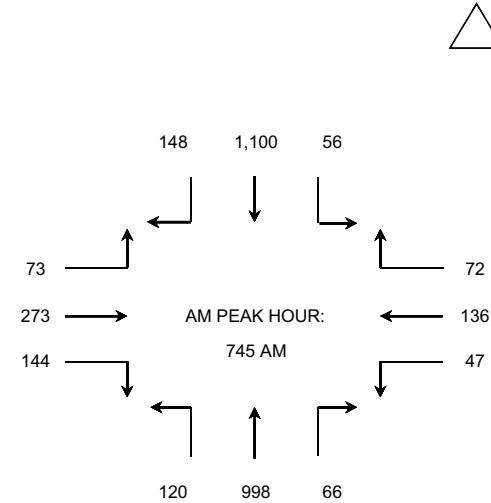
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	47	96	60	62	184	122	77	856	39	37	971	128	2,679
7:15 - 8:15	46	115	65	75	229	139	103	948	53	43	1,034	137	2,987
7:30 - 8:30	50	125	74	77	258	149	118	979	64	50	1,088	151	3,183
7:45 - 8:45	47	136	72	73	273	144	120	998	66	56	1,100	148	3,233 *
8:00 - 9:00	44	132	69	67	270	137	123	1,000	63	48	1,080	129	3,162
8:15 - 9:15	46	131	63	62	259	132	105	977	57	43	1,038	115	3,028
8:30 - 9:30	44	121	56	60	234	118	97	989	49	35	971	90	2,864
8:45 - 9:45	41	104	53	55	214	106	98	995	55	28	906	70	2,725
9:00 - 10:00	53	98	50	53	191	95	90	1,001	56	27	842	60	2,616

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	22	22	11	25	34	32	31	265	13	11	233	15	714
3:15 - 3:30	14	32	11	29	38	29	36	283	15	14	249	22	772
3:30 - 3:45	19	38	20	36	45	30	35	311	24	11	222	29	820
3:45 - 4:00	10	28	15	35	59	51	51	312	17	12	237	27	854
4:00 - 4:15	13	39	11	30	53	46	53	317	22	15	229	25	853
4:15 - 4:30	14	48	13	32	58	43	43	300	23	8	235	30	847
4:30 - 4:45	14	52	14	39	56	40	37	314	22	10	242	33	873
4:45 - 5:00	13	46	15	37	57	41	44	343	19	18	267	25	925
5:00 - 5:15	20	60	22	26	61	46	57	370	21	15	276	26	1,000
5:15 - 5:30	18	64	21	32	58	53	62	358	26	14	280	38	1,024
5:30 - 5:45	21	62	15	34	59	48	60	361	22	17	286	37	1,022
5:45 - 6:00	18	55	16	27	54	45	55	339	19	14	269	34	945

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	65	120	57	125	176	142	153	1,171	69	48	941	93	3,160
3:15 - 4:15	56	137	57	130	195	156	175	1,223	78	52	937	103	3,299
3:30 - 4:30	56	153	59	133	215	170	182	1,240	86	46	923	111	3,374
3:45 - 4:45	51	167	53	136	226	180	184	1,243	84	45	943	115	3,427
4:00 - 5:00	54	185	53	138	224	170	177	1,274	86	51	973	113	3,498
4:15 - 5:15	61	206	64	134	232	170	181	1,327	85	51	1,020	114	3,645
4:30 - 5:30	65	222	72	134	232	180	200	1,385	88	57	1,065	122	3,822
4:45 - 5:45	72	232	73	129	235	188	223	1,432	88	64	1,109	126	3,971
5:00 - 6:00	77	241	74	119	232	192	234	1,428	88	60	1,111	135	3,991 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Oxnard

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-010

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	18	30	4	7	16	13	14	199	7	12	182	23	525
7:15 - 7:30	14	43	13	14	28	18	13	219	5	18	208	29	622
7:30 - 7:45	9	60	9	10	62	14	22	203	8	20	207	32	656
7:45 - 8:00	15	106	13	19	84	22	33	270	16	26	257	47	908
8:00 - 8:15	23	93	16	20	100	42	37	279	23	32	284	50	999
8:15 - 8:30	28	107	22	24	113	19	29	234	7	30	213	28	854
8:30 - 8:45	18	88	13	17	68	24	23	246	19	17	246	37	816
8:45 - 9:00	15	78	16	28	86	21	32	253	20	36	236	36	857
9:00 - 9:15	15	57	10	12	63	28	33	300	19	19	203	31	790
9:15 - 9:30	12	65	14	21	70	17	28	233	23	18	188	19	708
9:30 - 9:45	10	43	12	14	53	18	28	239	17	19	148	22	623
9:45 - 10:00	22	55	13	18	42	17	36	233	13	14	152	29	644

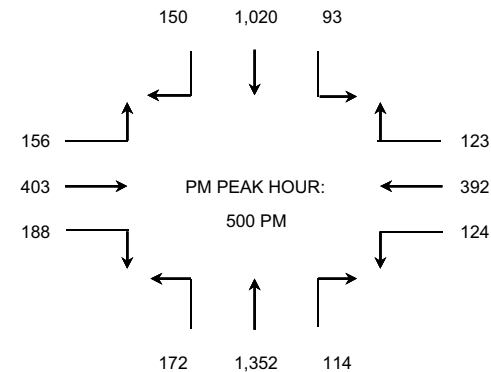
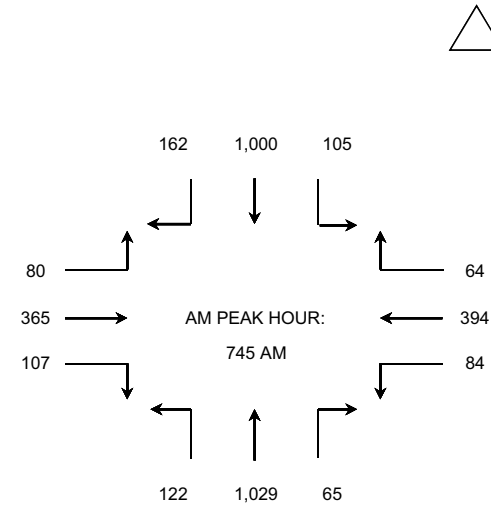
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	56	239	39	50	190	67	82	891	36	76	854	131	2,711
7:15 - 8:15	61	302	51	63	274	96	105	971	52	96	956	158	3,185
7:30 - 8:30	75	366	60	73	359	97	121	986	54	108	961	157	3,417
7:45 - 8:45	84	394	64	80	365	107	122	1,029	65	105	1,000	162	3,577 *
8:00 - 9:00	84	366	67	89	367	106	121	1,012	69	115	979	151	3,526
8:15 - 9:15	76	330	61	81	330	92	117	1,033	65	102	898	132	3,317
8:30 - 9:30	60	288	53	78	287	90	116	1,032	81	90	873	123	3,171
8:45 - 9:45	52	243	52	75	272	84	121	1,025	79	92	775	108	2,978
9:00 - 10:00	59	220	49	65	228	80	125	1,005	72	70	691	101	2,765

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	21	62	28	34	62	28	22	238	19	18	219	16	767
3:15 - 3:30	22	97	17	34	77	41	38	234	20	21	245	29	875
3:30 - 3:45	34	71	18	44	84	38	29	319	21	16	279	26	979
3:45 - 4:00	29	86	30	50	102	53	25	270	25	21	268	32	991
4:00 - 4:15	26	59	14	34	89	44	25	323	21	16	275	16	942
4:15 - 4:30	29	82	18	37	74	37	34	264	21	21	227	23	867
4:30 - 4:45	20	59	23	50	97	49	30	310	24	19	288	26	995
4:45 - 5:00	32	60	20	37	98	30	49	317	36	17	232	25	953
5:00 - 5:15	44	122	35	48	109	45	42	377	33	20	290	40	1,205
5:15 - 5:30	27	99	28	41	91	36	44	324	32	26	274	36	1,058
5:30 - 5:45	23	95	30	36	101	51	44	320	29	15	273	41	1,058
5:45 - 6:00	30	76	30	31	102	56	42	331	20	32	183	33	966

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	106	316	93	162	325	160	114	1,061	85	76	1,011	103	3,612
3:15 - 4:15	111	313	79	162	352	176	117	1,146	87	74	1,067	103	3,787
3:30 - 4:30	118	298	80	165	349	172	113	1,176	88	74	1,049	97	3,779
3:45 - 4:45	104	286	85	171	362	183	114	1,167	91	77	1,058	97	3,795
4:00 - 5:00	107	260	75	158	358	160	138	1,214	102	73	1,022	90	3,757
4:15 - 5:15	125	323	96	172	378	161	155	1,268	114	77	1,037	114	4,020
4:30 - 5:30	123	340	106	176	395	160	165	1,328	125	82	1,084	127	4,211
4:45 - 5:45	126	376	113	162	399	162	179	1,338	130	78	1,069	142	4,274
5:00 - 6:00	124	392	123	156	403	188	172	1,352	114	93	1,020	150	4,287 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Burbank

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-011

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	4	45	6	13	58	10	20	333	8	14	198	9	718
7:15 - 7:30	2	42	4	15	60	8	22	329	10	11	200	7	710
7:30 - 7:45	5	46	5	17	64	9	24	331	9	13	204	5	732
7:45 - 8:00	3	49	6	14	62	11	21	337	7	16	199	8	733
8:00 - 8:15	5	45	3	14	66	13	25	339	12	18	203	11	754
8:15 - 8:30	7	51	7	16	70	16	28	342	10	19	206	13	785
8:30 - 8:45	6	54	8	18	76	20	32	345	13	21	208	10	811
8:45 - 9:00	9	58	11	18	82	22	36	349	9	24	212	12	842
9:00 - 9:15	8	64	10	16	90	23	30	344	7	22	217	14	845
9:15 - 9:30	7	68	8	19	94	19	26	348	8	18	221	17	853
9:30 - 9:45	9	62	9	18	88	21	30	342	10	20	219	14	842
9:45 - 10:00	10	65	12	17	86	17	29	345	12	17	216	13	839

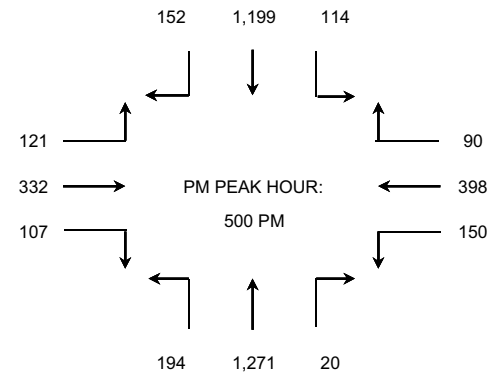
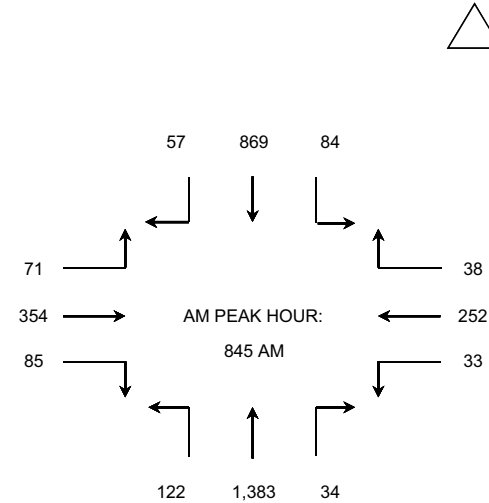
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	14	182	21	59	244	38	87	1,330	34	54	801	29	2,893
7:15 - 8:15	15	182	18	60	252	41	92	1,336	38	58	806	31	2,929
7:30 - 8:30	20	191	21	61	262	49	98	1,349	38	66	812	37	3,004
7:45 - 8:45	21	199	24	62	274	60	106	1,363	42	74	816	42	3,083
8:00 - 9:00	27	208	29	66	294	71	121	1,375	44	82	829	46	3,192
8:15 - 9:15	30	227	36	68	318	81	126	1,380	39	86	843	49	3,283
8:30 - 9:30	30	244	37	71	342	84	124	1,386	37	85	858	53	3,351
8:45 - 9:45	33	252	38	71	354	85	122	1,383	34	84	869	57	3,382 *
9:00 - 10:00	34	259	39	70	358	80	115	1,379	37	77	873	58	3,379

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	28	85	14	19	61	15	34	285	2	17	285	24	869
3:15 - 3:30	31	81	17	16	65	12	37	291	1	19	290	26	886
3:30 - 3:45	33	86	20	18	68	14	36	288	3	22	287	23	898
3:45 - 4:00	29	89	18	22	64	16	38	292	4	18	291	27	908
4:00 - 4:15	30	90	22	24	71	18	41	291	2	23	293	29	934
4:15 - 4:30	32	92	24	23	74	20	37	296	3	25	294	31	951
4:30 - 4:45	35	95	25	25	78	21	40	300	5	27	296	34	981
4:45 - 5:00	37	96	29	28	82	24	44	303	4	24	293	36	1,000
5:00 - 5:15	33	100	26	30	80	25	47	308	6	28	298	40	1,021
5:15 - 5:30	36	95	19	26	86	29	49	316	3	30	300	37	1,026
5:30 - 5:45	40	99	22	31	81	27	48	321	5	27	302	39	1,042
5:45 - 6:00	41	104	23	34	85	26	50	326	6	29	299	36	1,059

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	121	341	69	75	258	57	145	1,156	10	76	1,153	100	3,561
3:15 - 4:15	123	346	77	80	268	60	152	1,162	10	82	1,161	105	3,626
3:30 - 4:30	124	357	84	87	277	68	152	1,167	12	88	1,165	110	3,691
3:45 - 4:45	126	366	89	94	287	75	156	1,179	14	93	1,174	121	3,774
4:00 - 5:00	134	373	100	100	305	83	162	1,190	14	99	1,176	130	3,866
4:15 - 5:15	137	383	104	106	314	90	168	1,207	18	104	1,181	141	3,953
4:30 - 5:30	141	386	99	109	326	99	180	1,227	18	109	1,187	147	4,028
4:45 - 5:45	146	390	96	115	329	105	188	1,248	18	109	1,193	152	4,089
5:00 - 6:00	150	398	90	121	332	107	194	1,271	20	114	1,199	152	4,148 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: US 101 WB off-ramp

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-012

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	50	1	196	0	1	0	1	109	0	3	166	0	527
7:15 - 7:30	71	0	233	0	0	0	0	188	0	3	290	3	788
7:30 - 7:45	57	0	218	0	0	0	0	153	2	0	227	0	657
7:45 - 8:00	84	0	182	0	0	0	0	172	0	2	177	0	617
8:00 - 8:15	74	0	212	0	0	0	0	194	0	0	186	0	666
8:15 - 8:30	87	0	258	0	0	0	0	199	0	5	205	0	754
8:30 - 8:45	95	0	267	0	0	0	0	233	0	0	230	0	825
8:45 - 9:00	108	0	276	0	0	0	0	261	0	1	226	0	872
9:00 - 9:15	79	0	214	1	0	0	0	192	0	13	238	0	737
9:15 - 9:30	70	1	242	0	0	0	0	138	0	3	237	0	691
9:30 - 9:45	64	1	205	0	0	0	1	138	0	1	178	0	588
9:45 - 10:00	95	0	228	0	0	0	0	172	0	0	277	0	772

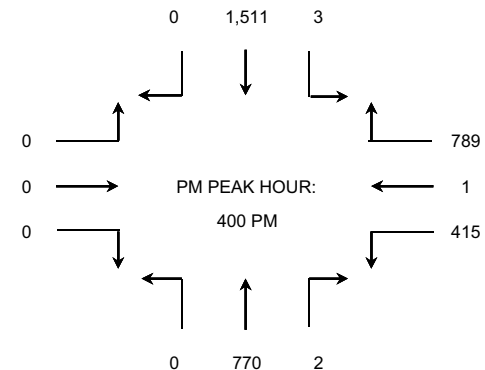
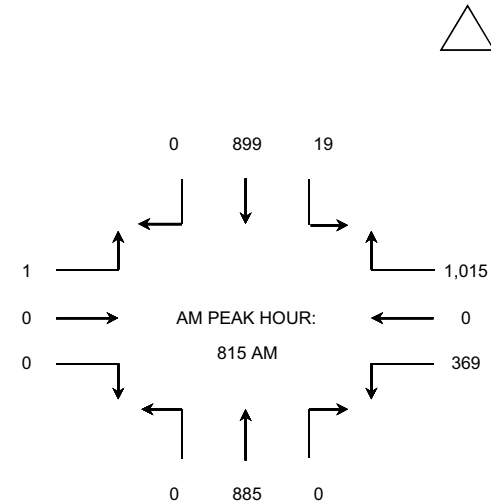
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	262	1	829	0	1	0	1	622	2	8	860	3	2,589
7:15 - 8:15	286	0	845	0	0	0	0	707	2	5	880	3	2,728
7:30 - 8:30	302	0	870	0	0	0	0	718	2	7	795	0	2,694
7:45 - 8:45	340	0	919	0	0	0	0	798	0	7	798	0	2,862
8:00 - 9:00	364	0	1,013	0	0	0	0	887	0	6	847	0	3,117
8:15 - 9:15	369	0	1,015	1	0	0	0	885	0	19	899	0	3,188 *
8:30 - 9:30	352	1	999	1	0	0	0	824	0	17	931	0	3,125
8:45 - 9:45	321	2	937	1	0	0	1	729	0	18	879	0	2,888
9:00 - 10:00	308	2	889	1	0	0	1	640	0	17	930	0	2,788

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	56	0	139	0	0	0	0	177	0	1	247	0	620
3:15 - 3:30	65	0	148	0	0	0	0	207	0	0	340	0	760
3:30 - 3:45	104	0	198	0	0	0	0	161	0	1	324	0	788
3:45 - 4:00	143	1	246	0	0	0	0	202	0	0	331	0	923
4:00 - 4:15	96	0	182	0	0	0	0	170	0	0	403	0	851
4:15 - 4:30	98	0	172	0	0	0	0	187	2	0	287	0	746
4:30 - 4:45	113	0	233	0	0	0	0	154	0	1	428	0	929
4:45 - 5:00	108	1	202	0	0	0	0	259	0	2	393	0	965
5:00 - 5:15	59	1	189	0	0	2	0	163	0	1	339	0	754
5:15 - 5:30	54	0	110	0	0	0	0	219	0	0	332	0	715
5:30 - 5:45	75	1	167	0	0	0	0	187	0	2	316	0	748
5:45 - 6:00	68	0	151	0	0	0	0	200	0	2	327	0	748

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	368	1	731	0	0	0	0	747	0	2	1,242	0	3,091
3:15 - 4:15	408	1	774	0	0	0	0	740	0	1	1,398	0	3,322
3:30 - 4:30	441	1	798	0	0	0	0	720	2	1	1,345	0	3,308
3:45 - 4:45	450	1	833	0	0	0	0	713	2	1	1,449	0	3,449
4:00 - 5:00	415	1	789	0	0	0	0	770	2	3	1,511	0	3,491 *
4:15 - 5:15	378	2	796	0	0	2	0	763	2	4	1,447	0	3,394
4:30 - 5:30	334	2	734	0	0	2	0	795	0	4	1,492	0	3,363
4:45 - 5:45	296	3	668	0	0	2	0	828	0	5	1,380	0	3,182
5:00 - 6:00	256	2	617	0	0	2	0	769	0	5	1,314	0	2,965



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: US 101 EB on-ramp

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-013

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	0	0	0	0	87	44	122	110	0	363
7:15 - 7:30	0	0	0	0	0	0	1	164	51	111	172	0	499
7:30 - 7:45	0	0	0	0	0	0	0	175	57	108	208	0	548
7:45 - 8:00	0	0	0	0	0	0	0	238	59	101	233	0	631
8:00 - 8:15	0	0	0	0	0	0	0	248	72	82	218	0	620
8:15 - 8:30	0	0	0	0	0	0	0	215	54	103	218	0	590
8:30 - 8:45	0	0	0	0	0	0	0	209	68	105	190	0	572
8:45 - 9:00	0	0	0	0	0	0	0	181	61	78	222	0	542
9:00 - 9:15	0	0	0	0	0	0	0	177	46	104	184	0	511
9:15 - 9:30	0	0	0	0	0	0	0	143	70	128	179	0	520
9:30 - 9:45	0	0	0	0	0	0	0	149	62	101	169	0	481
9:45 - 10:00	0	0	0	0	0	0	0	139	91	127	200	0	557

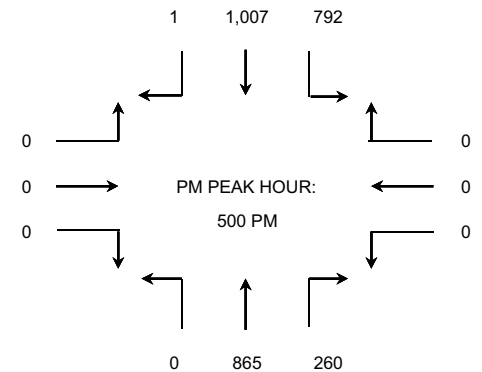
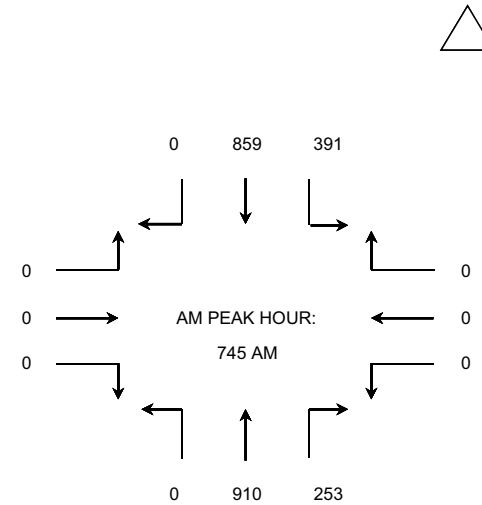
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	0	0	0	1	664	211	442	723	0	2,041
7:15 - 8:15	0	0	0	0	0	0	1	825	239	402	831	0	2,298
7:30 - 8:30	0	0	0	0	0	0	0	876	242	394	877	0	2,389
7:45 - 8:45	0	0	0	0	0	0	0	910	253	391	859	0	2,413 *
8:00 - 9:00	0	0	0	0	0	0	0	853	255	368	848	0	2,324
8:15 - 9:15	0	0	0	0	0	0	0	782	229	390	814	0	2,215
8:30 - 9:30	0	0	0	0	0	0	0	710	245	415	775	0	2,145
8:45 - 9:45	0	0	0	0	0	0	0	650	239	411	754	0	2,054
9:00 - 10:00	0	0	0	0	0	0	0	608	269	460	732	0	2,069

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	0	0	0	0	0	1	5	174	74	144	175	0	573
3:15 - 3:30	0	0	0	0	0	0	0	176	81	203	216	0	676
3:30 - 3:45	0	0	0	0	0	0	0	186	81	180	241	0	688
3:45 - 4:00	0	0	0	0	0	0	0	189	51	181	270	0	691
4:00 - 4:15	0	0	0	0	0	0	0	178	72	220	241	0	711
4:15 - 4:30	0	0	0	0	0	0	0	180	49	174	238	0	641
4:30 - 4:45	0	0	0	0	1	0	0	166	75	211	216	0	669
4:45 - 5:00	0	0	0	0	0	0	0	172	55	171	239	0	637
5:00 - 5:15	0	0	0	0	0	0	0	201	72	223	270	0	766
5:15 - 5:30	0	0	0	0	0	0	0	215	60	196	243	1	715
5:30 - 5:45	0	0	0	0	0	0	0	225	70	169	264	0	728
5:45 - 6:00	0	0	0	0	0	0	0	224	58	204	230	0	716

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	0	0	0	0	0	1	5	725	287	708	902	0	2,628
3:15 - 4:15	0	0	0	0	0	0	0	729	285	784	968	0	2,766
3:30 - 4:30	0	0	0	0	0	0	0	733	253	755	990	0	2,731
3:45 - 4:45	0	0	0	0	1	0	0	713	247	786	965	0	2,712
4:00 - 5:00	0	0	0	0	1	0	0	696	251	776	934	0	2,658
4:15 - 5:15	0	0	0	0	1	0	0	719	251	779	963	0	2,713
4:30 - 5:30	0	0	0	0	1	0	0	754	262	801	968	1	2,787
4:45 - 5:45	0	0	0	0	0	0	0	813	257	759	1,016	1	2,846
5:00 - 6:00	0	0	0	0	0	0	0	865	260	792	1,007	1	2,925 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Vanowen

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-014

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	25	120	38	25	132	20	12	158	16	24	236	33	839
7:15 - 7:30	33	167	21	20	124	19	8	202	12	25	319	35	985
7:30 - 7:45	59	233	32	17	197	23	12	227	22	29	431	65	1,347
7:45 - 8:00	46	289	35	20	245	7	12	266	32	35	342	44	1,373
8:00 - 8:15	46	248	26	24	260	19	12	261	28	28	289	38	1,279
8:15 - 8:30	61	213	37	17	230	4	11	158	29	35	366	40	1,201
8:30 - 8:45	45	271	29	21	177	19	12	173	18	29	329	28	1,151
8:45 - 9:00	61	223	27	25	154	14	13	185	18	15	327	63	1,125
9:00 - 9:15	36	171	18	33	148	6	17	180	23	28	304	46	1,010
9:15 - 9:30	25	137	23	25	134	22	15	166	12	32	221	33	845
9:30 - 9:45	28	153	25	22	136	20	11	174	15	23	224	28	859
9:45 - 10:00	32	157	17	29	112	14	9	163	14	26	222	33	828

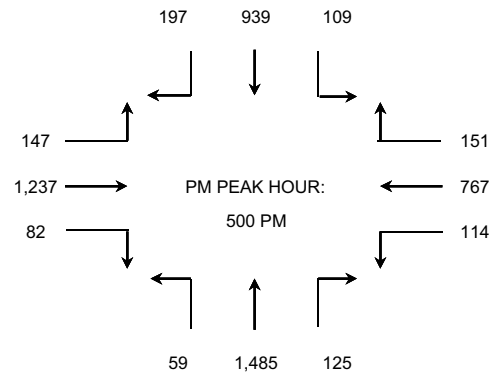
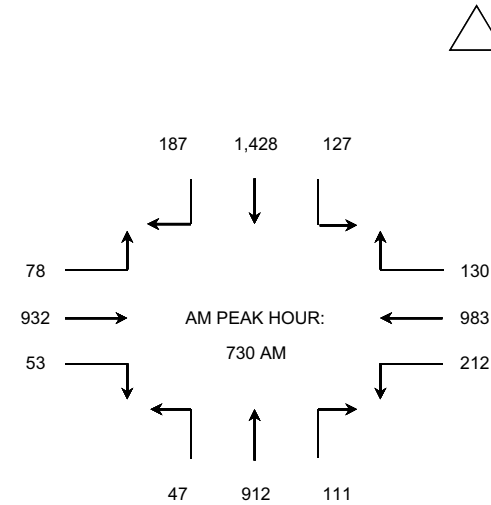
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	163	809	126	82	698	69	44	853	82	113	1,328	177	4,544
7:15 - 8:15	184	937	114	81	826	68	44	956	94	117	1,381	182	4,984
7:30 - 8:30	212	983	130	78	932	53	47	912	111	127	1,428	187	5,200 *
7:45 - 8:45	198	1,021	127	82	912	49	47	858	107	127	1,326	150	5,004
8:00 - 9:00	213	955	119	87	821	56	48	777	93	107	1,311	169	4,756
8:15 - 9:15	203	878	111	96	709	43	53	696	88	107	1,326	177	4,487
8:30 - 9:30	167	802	97	104	613	61	57	704	71	104	1,181	170	4,131
8:45 - 9:45	150	684	93	105	572	62	56	705	68	98	1,076	170	3,839
9:00 - 10:00	121	618	83	109	530	62	52	683	64	109	971	140	3,542

PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	28	134	39	22	150	16	12	214	24	16	153	30	838
3:15 - 3:30	21	204	32	45	270	22	15	436	25	26	247	43	1,386
3:30 - 3:45	22	248	33	33	301	17	16	476	38	25	224	31	1,464
3:45 - 4:00	21	185	26	45	274	13	8	421	31	21	225	43	1,313
4:00 - 4:15	20	154	31	44	256	19	11	349	29	28	217	39	1,197
4:15 - 4:30	28	149	38	37	241	54	9	298	32	34	194	37	1,151
4:30 - 4:45	27	179	28	43	233	15	14	334	28	25	215	25	1,166
4:45 - 5:00	28	192	31	32	267	17	8	364	28	17	248	36	1,268
5:00 - 5:15	32	168	33	39	335	19	14	368	25	33	226	47	1,339
5:15 - 5:30	27	191	44	40	349	21	8	360	33	14	235	39	1,361
5:30 - 5:45	18	202	43	33	261	21	21	391	31	32	235	51	1,339
5:45 - 6:00	37	206	31	35	292	21	16	366	36	30	243	60	1,373

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	92	771	130	145	995	68	51	1,547	118	88	849	147	5,001
3:15 - 4:15	84	791	122	167	1,101	71	50	1,682	123	100	913	156	5,360
3:30 - 4:30	91	736	128	159	1,072	103	44	1,544	130	108	860	150	5,125
3:45 - 4:45	96	667	123	169	1,004	101	42	1,402	120	108	851	144	4,827
4:00 - 5:00	103	674	128	156	997	105	42	1,345	117	104	874	137	4,782
4:15 - 5:15	115	688	130	151	1,076	105	45	1,364	113	109	883	145	4,924
4:30 - 5:30	114	730	136	154	1,184	72	44	1,426	114	89	924	147	5,134
4:45 - 5:45	105	753	151	144	1,212	78	51	1,483	117	96	944	173	5,307
5:00 - 6:00	114	767	151	147	1,237	82	59	1,485	125	109	939	197	5,412 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Victory

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-015



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	111	255	44	15	115	6	5	174	10	15	316	38	1,104
7:15 - 7:30	118	283	14	24	190	10	16	170	50	11	365	43	1,294
7:30 - 7:45	119	331	16	15	233	14	13	229	43	33	353	35	1,434
7:45 - 8:00	125	348	21	17	268	8	19	276	54	31	385	42	1,594
8:00 - 8:15	123	317	27	17	229	14	24	196	15	20	364	52	1,398
8:15 - 8:30	128	332	18	20	253	11	11	183	48	15	344	43	1,406
8:30 - 8:45	123	276	15	21	159	4	11	131	24	13	351	47	1,175
8:45 - 9:00	117	282	17	25	164	12	7	170	35	15	319	44	1,207
9:00 - 9:15	76	239	18	11	146	16	23	156	38	8	218	30	979
9:15 - 9:30	73	217	14	30	211	9	19	150	37	11	252	39	1,062
9:30 - 9:45	82	213	27	21	178	14	20	157	20	19	243	26	1,020
9:45 - 10:00	65	222	13	22	152	16	30	230	19	15	205	29	1,018

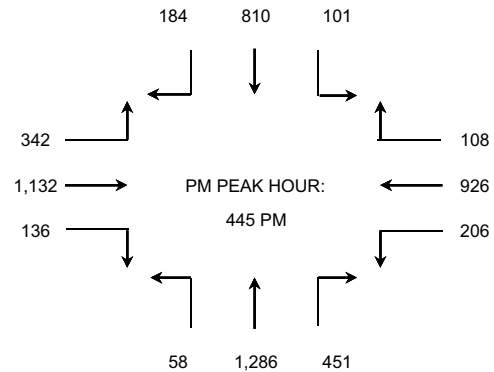
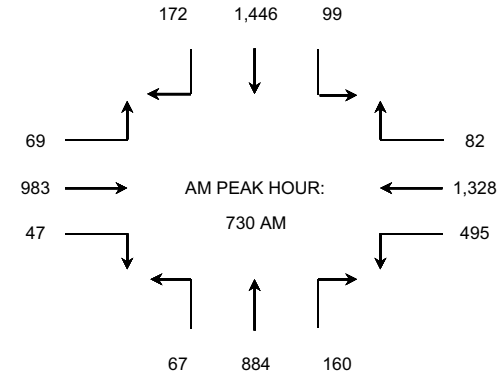
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	473	1,217	95	71	806	38	53	849	157	90	1,419	158	5,426
7:15 - 8:15	485	1,279	78	73	920	46	72	871	162	95	1,467	172	5,720
7:30 - 8:30	495	1,328	82	69	983	47	67	884	160	99	1,446	172	5,832 *
7:45 - 8:45	499	1,273	81	75	909	37	65	786	141	79	1,444	184	5,573
8:00 - 9:00	491	1,207	77	83	805	41	53	680	122	63	1,378	186	5,186
8:15 - 9:15	444	1,129	68	77	722	43	52	640	145	51	1,232	164	4,767
8:30 - 9:30	389	1,014	64	87	680	41	60	607	134	47	1,140	160	4,423
8:45 - 9:45	348	951	76	87	699	51	69	633	130	53	1,032	139	4,268
9:00 - 10:00	296	891	72	84	687	55	92	693	114	53	918	124	4,079

PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	60	229	21	68	194	19	29	281	69	18	232	40	1,260
3:15 - 3:30	69	247	18	51	207	30	27	283	87	24	223	33	1,299
3:30 - 3:45	71	202	23	79	229	37	18	331	103	26	182	40	1,341
3:45 - 4:00	57	277	19	58	246	33	25	308	120	18	225	35	1,421
4:00 - 4:15	61	236	21	94	265	38	24	290	103	24	196	24	1,376
4:15 - 4:30	77	236	40	59	257	27	22	315	110	25	184	52	1,404
4:30 - 4:45	63	247	19	77	238	27	28	328	99	21	169	58	1,374
4:45 - 5:00	58	246	41	65	275	43	12	304	107	31	200	35	1,417
5:00 - 5:15	33	197	19	96	286	38	12	330	123	22	223	53	1,432
5:15 - 5:30	59	267	26	86	306	27	15	305	97	28	182	52	1,450
5:30 - 5:45	56	216	22	95	265	28	19	347	124	20	205	44	1,441
5:45 - 6:00	61	294	19	76	246	31	19	283	100	22	192	48	1,391

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	257	955	81	256	876	119	99	1,203	379	86	862	148	5,321
3:15 - 4:15	258	962	81	282	947	138	94	1,212	413	92	826	132	5,437
3:30 - 4:30	266	951	103	290	997	135	89	1,244	436	93	787	151	5,542
3:45 - 4:45	258	996	99	288	1,006	125	99	1,241	432	88	774	169	5,575
4:00 - 5:00	259	965	121	295	1,035	135	86	1,237	419	101	749	169	5,571
4:15 - 5:15	231	926	119	297	1,056	135	74	1,277	439	99	776	198	5,627
4:30 - 5:30	213	957	105	324	1,105	135	67	1,267	426	102	774	198	5,673
4:45 - 5:45	206	926	108	342	1,132	136	58	1,286	451	101	810	184	5,740 *
5:00 - 6:00	209	974	86	353	1,103	124	65	1,265	444	92	802	197	5,714



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Erwin

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-016

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	1	6	6	55	6	43	33	173	5	4	246	31	609
7:15 - 7:30	4	1	7	4	0	22	34	193	0	4	469	23	761
7:30 - 7:45	5	2	7	9	1	29	36	269	1	3	503	35	900
7:45 - 8:00	5	4	6	11	1	49	52	311	1	4	514	35	993
8:00 - 8:15	8	4	3	15	1	48	43	261	0	5	518	33	939
8:15 - 8:30	4	1	6	14	3	55	50	226	2	4	504	37	906
8:30 - 8:45	4	4	3	10	1	40	65	188	1	4	464	30	814
8:45 - 9:00	3	1	3	13	1	28	51	224	4	2	444	33	807
9:00 - 9:15	4	3	0	21	1	23	57	186	7	6	350	29	687
9:15 - 9:30	1	1	6	13	2	25	53	212	5	5	278	22	623
9:30 - 9:45	2	3	5	13	1	25	37	205	1	1	292	23	608
9:45 - 10:00	4	1	2	14	0	25	39	208	2	4	257	24	580

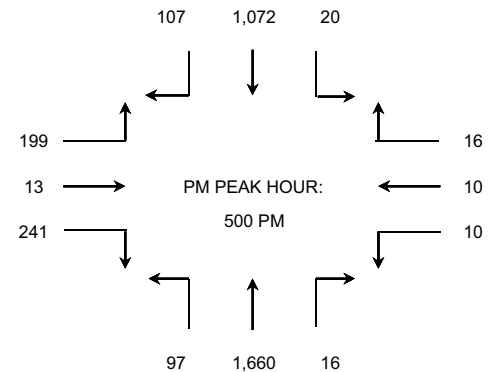
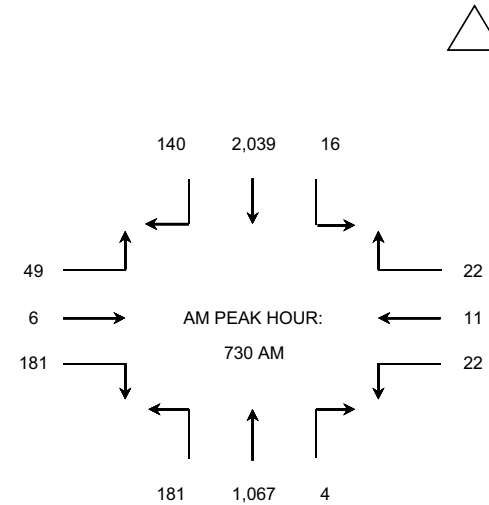
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	15	13	26	79	8	143	155	946	7	15	1,732	124	3,263
7:15 - 8:15	22	11	23	39	3	148	165	1,034	2	16	2,004	126	3,593
7:30 - 8:30	22	11	22	49	6	181	181	1,067	4	16	2,039	140	3,738 *
7:45 - 8:45	21	13	18	50	6	192	210	986	4	17	2,000	135	3,652
8:00 - 9:00	19	10	15	52	6	171	209	899	7	15	1,930	133	3,466
8:15 - 9:15	15	9	12	58	6	146	223	824	14	16	1,762	129	3,214
8:30 - 9:30	12	9	12	57	5	116	226	810	17	17	1,536	114	2,931
8:45 - 9:45	10	8	14	60	5	101	198	827	17	14	1,364	107	2,725
9:00 - 10:00	11	8	13	61	4	98	186	811	15	16	1,177	98	2,498

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	2	1	2	34	3	76	35	356	2	2	295	38	846
3:15 - 3:30	2	2	2	34	1	55	40	377	3	2	259	27	804
3:30 - 3:45	4	1	3	28	2	43	30	417	7	3	265	28	831
3:45 - 4:00	2	2	5	26	4	53	25	388	8	6	279	34	832
4:00 - 4:15	2	2	2	32	3	54	34	416	3	4	235	27	814
4:15 - 4:30	1	3	2	28	1	36	30	349	0	6	230	35	721
4:30 - 4:45	2	1	7	62	1	43	21	416	10	5	237	34	839
4:45 - 5:00	2	1	3	31	2	48	20	375	7	4	251	38	782
5:00 - 5:15	2	4	2	65	3	71	29	502	3	5	268	20	974
5:15 - 5:30	6	4	6	53	3	62	27	382	6	3	269	32	853
5:30 - 5:45	1	0	2	47	6	57	14	389	4	3	270	23	816
5:45 - 6:00	1	2	6	34	1	51	27	387	3	9	265	32	818

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	10	6	12	122	10	227	130	1,538	20	13	1,098	127	3,313
3:15 - 4:15	10	7	12	120	10	205	129	1,598	21	15	1,038	116	3,281
3:30 - 4:30	9	8	12	114	10	186	119	1,570	18	19	1,009	124	3,198
3:45 - 4:45	7	8	16	148	9	186	110	1,569	21	21	981	130	3,206
4:00 - 5:00	7	7	14	153	7	181	105	1,556	20	19	953	134	3,156
4:15 - 5:15	7	9	14	186	7	198	100	1,642	20	20	986	127	3,316
4:30 - 5:30	12	10	18	211	9	224	97	1,675	26	17	1,025	124	3,448
4:45 - 5:45	11	9	13	196	14	238	90	1,648	20	15	1,058	113	3,425
5:00 - 6:00	10	10	16	199	13	241	97	1,660	16	20	1,072	107	3,461 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Oxnard

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-017



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	23	30	5	8	16	16	17	214	8	10	343	19	709
7:15 - 7:30	18	43	14	16	28	22	16	236	6	15	393	24	831
7:30 - 7:45	11	60	10	11	62	18	26	218	10	17	391	27	861
7:45 - 8:00	19	106	14	21	84	27	40	290	19	22	486	39	1,167
8:00 - 8:15	29	93	18	22	100	52	44	300	18	27	536	42	1,281
8:15 - 8:30	35	107	25	27	113	24	35	252	18	25	403	23	1,087
8:30 - 8:45	22	88	14	19	68	30	28	264	23	14	464	31	1,065
8:45 - 9:00	19	78	18	31	86	26	38	271	24	30	445	30	1,096
9:00 - 9:15	19	57	11	13	63	35	40	322	23	16	384	26	1,009
9:15 - 9:30	15	65	15	23	70	21	34	251	28	15	355	16	908
9:30 - 9:45	13	43	13	16	53	22	34	256	20	16	280	18	784
9:45 - 10:00	27	55	14	20	42	21	43	251	16	12	287	24	812

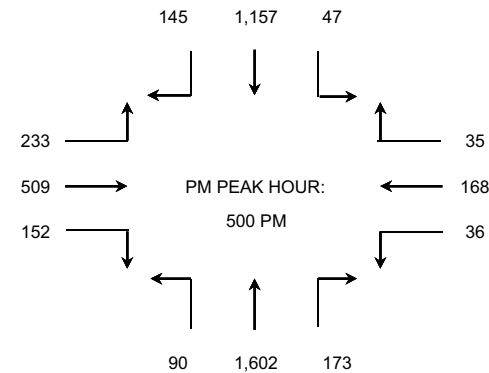
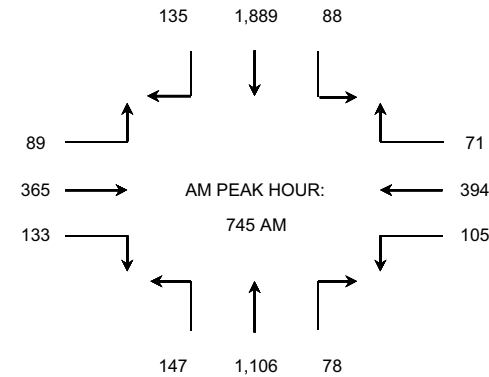
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	71	239	43	56	190	83	99	958	43	64	1,613	109	3,568
7:15 - 8:15	77	302	56	70	274	119	126	1,044	53	81	1,806	132	4,140
7:30 - 8:30	94	366	67	81	359	121	145	1,060	65	91	1,816	131	4,396
7:45 - 8:45	105	394	71	89	365	133	147	1,106	78	88	1,889	135	4,600 *
8:00 - 9:00	105	366	75	99	367	132	145	1,087	83	96	1,848	126	4,529
8:15 - 9:15	95	330	68	90	330	115	141	1,109	88	85	1,696	110	4,257
8:30 - 9:30	75	288	58	86	287	112	140	1,108	98	75	1,648	103	4,078
8:45 - 9:45	66	243	57	83	272	104	146	1,100	95	77	1,464	90	3,797
9:00 - 10:00	74	220	53	72	228	99	151	1,080	87	59	1,306	84	3,513

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	16	22	7	40	46	49	22	304	7	23	306	39	881
3:15 - 3:30	7	45	21	33	53	42	32	400	27	20	312	42	1,034
3:30 - 3:45	18	40	6	27	62	44	39	386	34	11	287	47	1,001
3:45 - 4:00	16	31	4	39	85	32	38	320	30	15	243	39	892
4:00 - 4:15	4	57	5	47	87	36	34	398	43	12	244	40	1,007
4:15 - 4:30	12	22	8	49	74	43	38	362	45	13	222	31	919
4:30 - 4:45	6	34	4	60	98	25	25	347	44	13	244	21	921
4:45 - 5:00	14	29	6	54	122	26	25	393	43	13	264	27	1,016
5:00 - 5:15	4	38	8	76	141	30	21	441	53	10	267	29	1,118
5:15 - 5:30	8	47	11	49	119	44	25	387	44	12	319	28	1,093
5:30 - 5:45	10	45	6	51	126	39	22	383	44	13	278	39	1,056
5:45 - 6:00	14	38	10	57	123	39	22	391	32	12	293	49	1,080

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	57	138	38	139	246	167	131	1,410	98	69	1,148	167	3,808
3:15 - 4:15	45	173	36	146	287	154	143	1,504	134	58	1,086	168	3,934
3:30 - 4:30	50	150	23	162	308	155	149	1,466	152	51	996	157	3,819
3:45 - 4:45	38	144	21	195	344	136	135	1,427	162	53	953	131	3,739
4:00 - 5:00	36	142	23	210	381	130	122	1,500	175	51	974	119	3,863
4:15 - 5:15	36	123	26	239	435	124	109	1,543	185	49	997	108	3,974
4:30 - 5:30	32	148	29	239	480	125	96	1,568	184	48	1,094	105	4,148
4:45 - 5:45	36	159	31	230	508	139	93	1,604	184	48	1,128	123	4,283
5:00 - 6:00	36	168	35	233	509	152	90	1,602	173	47	1,157	145	4,347 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Burbank

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-018

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	51	9	54	31	222	7	9	183	109	675
7:15 - 7:30	0	0	0	20	1	68	46	273	0	0	275	123	806
7:30 - 7:45	0	0	0	50	0	97	38	342	0	0	350	120	997
7:45 - 8:00	0	0	0	57	0	128	90	426	0	0	331	188	1,220
8:00 - 8:15	0	0	0	39	0	54	92	363	0	0	323	216	1,087
8:15 - 8:30	0	0	0	52	0	65	77	383	1	2	339	225	1,144
8:30 - 8:45	0	0	0	56	2	71	68	345	0	0	296	177	1,015
8:45 - 9:00	0	0	0	65	0	76	82	379	0	0	263	280	1,145
9:00 - 9:15	1	0	0	49	0	52	89	324	0	1	272	147	935
9:15 - 9:30	0	0	0	40	2	53	43	248	0	0	199	87	672
9:30 - 9:45	0	0	0	32	0	29	41	232	0	4	251	73	662
9:45 - 10:00	0	0	0	31	1	51	37	244	0	0	192	56	612

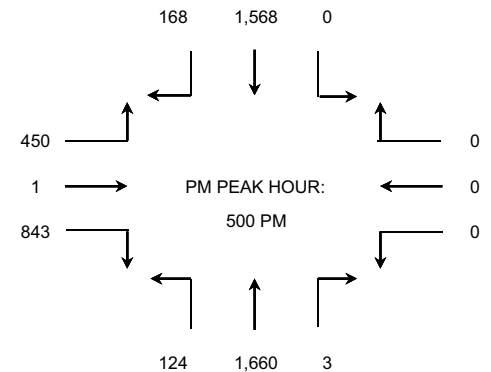
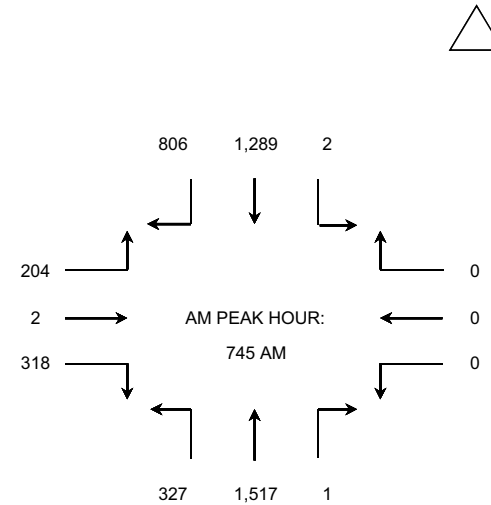
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	178	10	347	205	1,263	7	9	1,139	540	3,698
7:15 - 8:15	0	0	0	166	1	347	266	1,404	0	0	1,279	647	4,110
7:30 - 8:30	0	0	0	198	0	344	297	1,514	1	2	1,343	749	4,448
7:45 - 8:45	0	0	0	204	2	318	327	1,517	1	2	1,289	806	4,466 *
8:00 - 9:00	0	0	0	212	2	266	319	1,470	1	2	1,221	898	4,391
8:15 - 9:15	1	0	0	222	2	264	316	1,431	1	3	1,170	829	4,239
8:30 - 9:30	1	0	0	210	4	252	282	1,296	0	1	1,030	691	3,767
8:45 - 9:45	1	0	0	186	2	210	255	1,183	0	5	985	587	3,414
9:00 - 10:00	1	0	0	152	3	185	210	1,048	0	5	914	363	2,881

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	0	0	0	53	2	66	35	451	3	0	371	40	1,021
3:15 - 3:30	0	0	0	48	0	80	34	377	0	0	290	44	873
3:30 - 3:45	0	0	0	86	0	161	26	338	1	0	306	44	962
3:45 - 4:00	0	0	0	79	1	112	22	379	0	0	303	44	940
4:00 - 4:15	0	0	0	109	0	146	21	374	0	0	278	39	967
4:15 - 4:30	0	0	0	70	0	89	17	330	0	0	267	47	820
4:30 - 4:45	0	0	0	110	1	181	30	368	0	0	310	36	1,036
4:45 - 5:00	0	0	0	100	0	152	32	331	0	0	314	26	955
5:00 - 5:15	0	0	0	138	0	271	53	456	3	0	450	38	1,409
5:15 - 5:30	0	0	0	110	0	214	20	400	0	0	359	25	1,128
5:30 - 5:45	0	0	0	109	1	193	16	370	0	0	371	53	1,113
5:45 - 6:00	0	0	0	93	0	165	35	434	0	0	388	52	1,167

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	0	0	0	266	3	419	117	1,545	4	0	1,270	172	3,796
3:15 - 4:15	0	0	0	322	1	499	103	1,468	1	0	1,177	171	3,742
3:30 - 4:30	0	0	0	344	1	508	86	1,421	1	0	1,154	174	3,689
3:45 - 4:45	0	0	0	368	2	528	90	1,451	0	0	1,158	166	3,763
4:00 - 5:00	0	0	0	389	1	568	100	1,403	0	0	1,169	148	3,778
4:15 - 5:15	0	0	0	418	1	693	132	1,485	3	0	1,341	147	4,220
4:30 - 5:30	0	0	0	458	1	818	135	1,555	3	0	1,433	125	4,528
4:45 - 5:45	0	0	0	457	1	830	121	1,557	3	0	1,494	142	4,605
5:00 - 6:00	0	0	0	450	1	843	124	1,660	3	0	1,568	168	4,817 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: US 101 WB ramps

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-019

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	40	1	134	0	0	0	11	133	0	0	158	148	625
7:15 - 7:30	54	0	163	0	0	0	34	198	0	0	205	192	846
7:30 - 7:45	75	0	173	0	0	0	49	277	0	0	310	175	1,059
7:45 - 8:00	46	2	196	0	0	0	36	301	0	0	261	155	997
8:00 - 8:15	54	1	186	0	0	0	26	232	0	0	219	110	828
8:15 - 8:30	53	0	174	0	0	0	27	206	0	0	228	126	814
8:30 - 8:45	65	1	186	0	0	0	28	227	0	0	201	110	818
8:45 - 9:00	66	0	217	0	0	0	20	177	0	0	213	108	801
9:00 - 9:15	57	0	157	0	0	0	22	193	0	0	191	107	727
9:15 - 9:30	65	1	186	0	0	0	31	179	0	0	180	76	718
9:30 - 9:45	73	2	169	0	0	0	33	159	0	0	192	85	713
9:45 - 10:00	84	2	147	0	0	0	33	178	0	0	242	84	770

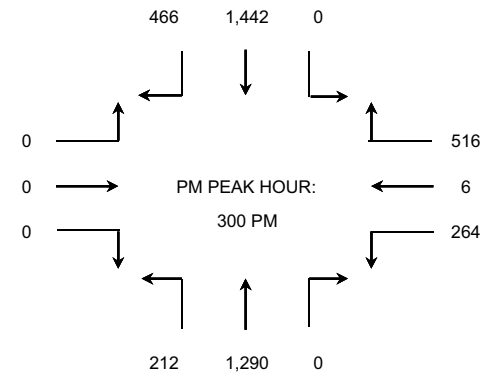
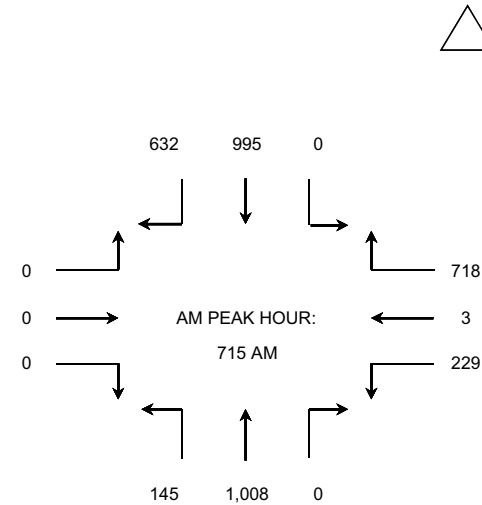
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	215	3	666	0	0	0	130	909	0	0	934	670	3,527
7:15 - 8:15	229	3	718	0	0	0	145	1,008	0	0	995	632	3,730 *
7:30 - 8:30	228	3	729	0	0	0	138	1,016	0	0	1,018	566	3,698
7:45 - 8:45	218	4	742	0	0	0	117	966	0	0	909	501	3,457
8:00 - 9:00	238	2	763	0	0	0	101	842	0	0	861	454	3,261
8:15 - 9:15	241	1	734	0	0	0	97	803	0	0	833	451	3,160
8:30 - 9:30	253	2	746	0	0	0	101	776	0	0	785	401	3,064
8:45 - 9:45	261	3	729	0	0	0	106	708	0	0	776	376	2,959
9:00 - 10:00	279	5	659	0	0	0	119	709	0	0	805	352	2,928

PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	76	1	150	0	0	0	48	323	0	0	332	125	1,055
3:15 - 3:30	56	2	119	0	0	0	39	317	0	0	431	106	1,070
3:30 - 3:45	67	1	128	0	0	0	61	364	0	0	356	117	1,094
3:45 - 4:00	65	2	119	0	0	0	64	286	0	0	323	118	977
4:00 - 4:15	64	1	124	0	0	0	64	322	0	0	349	103	1,027
4:15 - 4:30	78	0	121	0	0	0	49	288	0	0	362	121	1,019
4:30 - 4:45	56	3	127	0	0	0	53	266	0	0	343	119	967
4:45 - 5:00	73	2	152	0	0	0	46	236	0	0	346	115	970
5:00 - 5:15	72	2	89	0	0	0	75	265	0	0	352	124	979
5:15 - 5:30	54	1	98	0	0	0	54	266	0	0	408	182	1,063
5:30 - 5:45	62	0	110	0	0	0	43	312	0	0	361	126	1,014
5:45 - 6:00	61	1	117	0	0	0	31	277	0	0	384	142	1,013

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	264	6	516	0	0	0	212	1,290	0	0	1,442	466	4,196 *
3:15 - 4:15	252	6	490	0	0	0	228	1,289	0	0	1,459	444	4,168
3:30 - 4:30	274	4	492	0	0	0	238	1,260	0	0	1,390	459	4,117
3:45 - 4:45	263	6	491	0	0	0	230	1,162	0	0	1,377	461	3,990
4:00 - 5:00	271	6	524	0	0	0	212	1,112	0	0	1,400	458	3,983
4:15 - 5:15	279	7	489	0	0	0	223	1,055	0	0	1,403	479	3,935
4:30 - 5:30	255	8	466	0	0	0	228	1,033	0	0	1,449	540	3,979
4:45 - 5:45	261	5	449	0	0	0	218	1,079	0	0	1,467	547	4,026
5:00 - 6:00	249	4	414	0	0	0	203	1,120	0	0	1,505	574	4,069



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: US 101 EB ramps

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-020

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	82	1	21	0	143	52	121	149	0	569
7:15 - 7:30	0	0	0	84	0	23	0	146	50	123	151	0	577
7:30 - 7:45	0	0	0	85	2	24	0	144	55	126	154	0	590
7:45 - 8:00	0	0	0	89	0	22	0	149	57	124	156	0	597
8:00 - 8:15	0	0	0	91	1	19	0	151	59	127	153	0	601
8:15 - 8:30	0	0	0	94	0	21	0	152	60	130	157	0	614
8:30 - 8:45	0	0	0	88	0	24	0	159	61	126	159	0	617
8:45 - 9:00	0	0	0	90	2	27	0	156	57	123	160	0	615
9:00 - 9:15	0	0	0	89	1	25	0	150	54	125	156	0	600
9:15 - 9:30	0	0	0	82	1	23	0	144	53	121	151	0	575
9:30 - 9:45	0	0	0	83	0	20	0	138	50	118	148	0	557
9:45 - 10:00	0	0	0	84	1	17	0	135	49	117	144	0	547

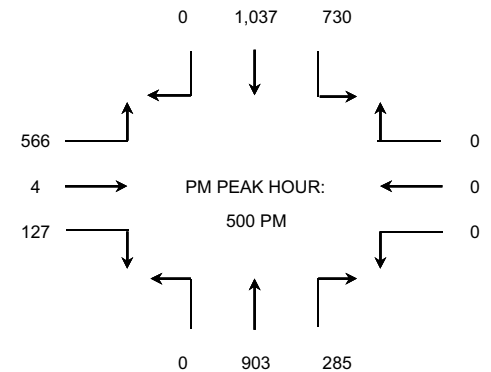
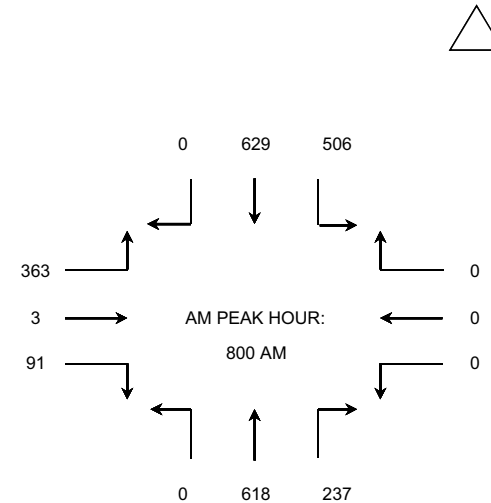
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	340	3	90	0	582	214	494	610	0	2,333
7:15 - 8:15	0	0	0	349	3	88	0	590	221	500	614	0	2,365
7:30 - 8:30	0	0	0	359	3	86	0	596	231	507	620	0	2,402
7:45 - 8:45	0	0	0	362	1	86	0	611	237	507	625	0	2,429
8:00 - 9:00	0	0	0	363	3	91	0	618	237	506	629	0	2,447 *
8:15 - 9:15	0	0	0	361	3	97	0	617	232	504	632	0	2,446
8:30 - 9:30	0	0	0	349	4	99	0	609	225	495	626	0	2,407
8:45 - 9:45	0	0	0	344	4	95	0	588	214	487	615	0	2,347
9:00 - 10:00	0	0	0	338	3	85	0	567	206	481	599	0	2,279

PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	0	0	0	121	1	19	0	204	53	162	233	0	793
3:15 - 3:30	0	0	0	118	0	21	0	207	48	167	241	0	802
3:30 - 3:45	0	0	0	123	2	25	0	209	50	171	237	0	817
3:45 - 4:00	0	0	0	125	1	23	0	206	54	166	242	0	817
4:00 - 4:15	0	0	0	129	1	27	0	211	59	173	240	0	840
4:15 - 4:30	0	0	0	133	0	31	0	213	63	175	245	0	860
4:30 - 4:45	0	0	0	132	0	33	0	220	58	178	251	0	872
4:45 - 5:00	0	0	0	138	1	37	0	217	61	174	254	0	882
5:00 - 5:15	0	0	0	141	1	32	0	221	66	180	259	0	900
5:15 - 5:30	0	0	0	144	2	34	0	223	70	183	261	0	917
5:30 - 5:45	0	0	0	139	1	30	0	228	73	188	257	0	916
5:45 - 6:00	0	0	0	142	0	31	0	231	76	179	260	0	919

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	0	0	0	487	4	88	0	826	205	666	953	0	3,229
3:15 - 4:15	0	0	0	495	4	96	0	833	211	677	960	0	3,276
3:30 - 4:30	0	0	0	510	4	106	0	839	226	685	964	0	3,334
3:45 - 4:45	0	0	0	519	2	114	0	850	234	692	978	0	3,389
4:00 - 5:00	0	0	0	532	2	128	0	861	241	700	990	0	3,454
4:15 - 5:15	0	0	0	544	2	133	0	871	248	707	1,009	0	3,514
4:30 - 5:30	0	0	0	555	4	136	0	881	255	715	1,025	0	3,571
4:45 - 5:45	0	0	0	562	5	133	0	889	270	725	1,031	0	3,615
5:00 - 6:00	0	0	0	566	4	127	0	903	285	730	1,037	0	3,652 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth

E/W STREET: Erwin

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-021

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	7	25	28	10	58	13	4	47	9	18	97	9	325
7:15 - 7:30	7	26	20	11	65	17	4	50	4	20	110	6	340
7:30 - 7:45	8	29	22	15	118	10	4	56	12	21	145	18	458
7:45 - 8:00	9	60	22	39	135	23	5	70	7	29	179	29	607
8:00 - 8:15	14	48	29	39	135	17	1	85	6	28	187	30	619
8:15 - 8:30	12	52	21	31	116	13	7	68	10	27	169	26	552
8:30 - 8:45	5	40	14	15	75	15	5	61	10	15	134	26	415
8:45 - 9:00	11	65	27	24	82	16	4	59	4	11	126	21	450
9:00 - 9:15	9	48	10	30	96	11	9	48	8	24	100	18	411
9:15 - 9:30	7	53	19	16	69	6	8	63	6	5	66	19	337
9:30 - 9:45	5	31	16	8	34	3	5	37	5	2	39	13	198
9:45 - 10:00	7	25	6	14	35	3	7	33	3	5	41	8	187

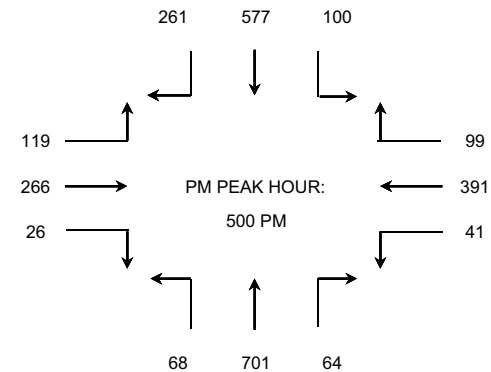
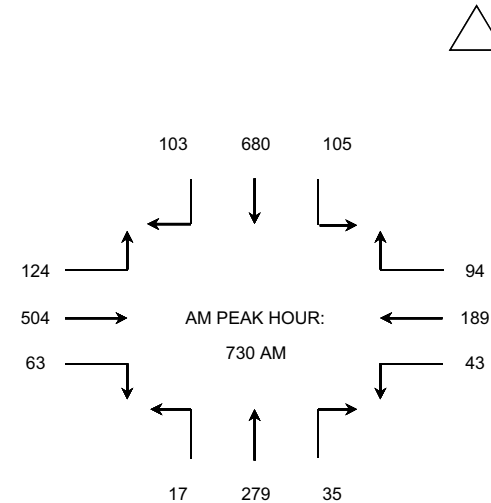
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	31	140	92	75	376	63	17	223	32	88	531	62	1,730
7:15 - 8:15	38	163	93	104	453	67	14	261	29	98	621	83	2,024
7:30 - 8:30	43	189	94	124	504	63	17	279	35	105	680	103	2,236 *
7:45 - 8:45	40	200	86	124	461	68	18	284	33	99	669	111	2,193
8:00 - 9:00	42	205	91	109	408	61	17	273	30	81	616	103	2,036
8:15 - 9:15	37	205	72	100	369	55	25	236	32	77	529	91	1,828
8:30 - 9:30	32	206	70	85	322	48	26	231	28	55	426	84	1,613
8:45 - 9:45	32	197	72	78	281	36	26	207	23	42	331	71	1,396
9:00 - 10:00	28	157	51	68	234	23	29	181	22	36	246	58	1,133

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	10	81	31	28	54	13	8	133	13	17	115	27	530
3:15 - 3:30	6	64	11	23	58	9	15	75	8	14	103	33	419
3:30 - 3:45	9	55	17	21	59	15	15	107	10	12	80	23	423
3:45 - 4:00	10	64	27	28	57	8	14	100	9	27	119	40	503
4:00 - 4:15	7	72	28	25	49	11	27	158	15	25	126	48	591
4:15 - 4:30	12	85	23	31	58	5	9	124	9	15	97	42	510
4:30 - 4:45	2	93	28	24	45	5	21	165	8	20	115	42	568
4:45 - 5:00	11	83	26	34	63	11	20	159	14	28	108	55	612
5:00 - 5:15	14	91	32	37	73	6	15	196	14	34	145	84	741
5:15 - 5:30	11	107	31	32	61	3	18	162	16	29	154	77	701
5:30 - 5:45	9	88	16	30	69	8	23	184	22	18	140	42	649
5:45 - 6:00	7	105	20	20	63	9	12	159	12	19	138	58	622

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	35	264	86	100	228	45	52	415	40	70	417	123	1,875
3:15 - 4:15	32	255	83	97	223	43	71	440	42	78	428	144	1,936
3:30 - 4:30	38	276	95	105	223	39	65	489	43	79	422	153	2,027
3:45 - 4:45	31	314	106	108	209	29	71	547	41	87	457	172	2,172
4:00 - 5:00	32	333	105	114	215	32	77	606	46	88	446	187	2,281
4:15 - 5:15	39	352	109	126	239	27	65	644	45	97	465	223	2,431
4:30 - 5:30	38	374	117	127	242	25	74	682	52	111	522	258	2,622
4:45 - 5:45	45	369	105	133	266	28	76	701	66	109	547	258	2,703
5:00 - 6:00	41	391	99	119	266	26	68	701	64	100	577	261	2,713 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Variel

E/W STREET: Erwin

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-022

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	32	27	9	8	3	2	11	2	7	22	9	135
7:15 - 7:30	4	44	18	10	12	6	3	12	1	6	46	12	174
7:30 - 7:45	8	36	11	6	34	9	1	15	3	7	54	15	199
7:45 - 8:00	18	68	22	13	58	10	10	16	6	8	88	24	341
8:00 - 8:15	8	59	13	6	70	14	5	37	7	7	64	22	312
8:15 - 8:30	8	68	18	18	50	9	9	20	9	16	65	23	313
8:30 - 8:45	7	52	16	10	47	7	3	24	7	13	62	20	268
8:45 - 9:00	7	71	19	16	22	11	8	26	4	8	48	22	262
9:00 - 9:15	8	65	21	16	34	7	4	40	2	6	58	16	277
9:15 - 9:30	9	55	14	24	32	8	3	23	0	4	60	16	248
9:30 - 9:45	6	59	12	10	36	11	2	19	4	10	35	23	227
9:45 - 10:00	8	56	25	10	58	11	3	22	0	13	39	16	261

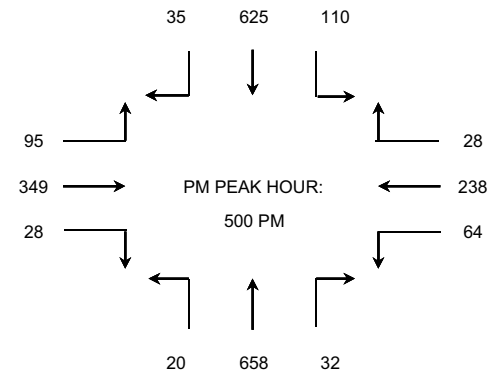
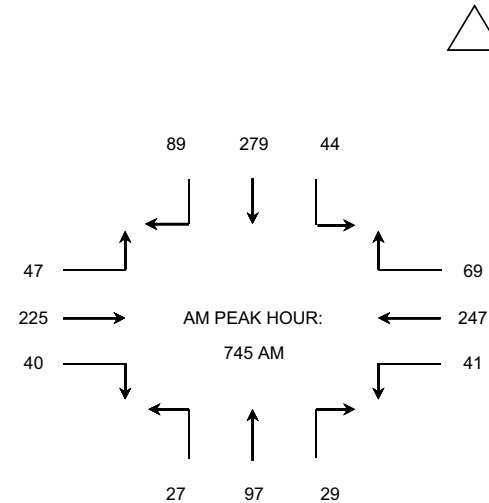
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	33	180	78	38	112	28	16	54	12	28	210	60	849
7:15 - 8:15	38	207	64	35	174	39	19	80	17	28	252	73	1,026
7:30 - 8:30	42	231	64	43	212	42	25	88	25	38	271	84	1,165
7:45 - 8:45	41	247	69	47	225	40	27	97	29	44	279	89	1,234 *
8:00 - 9:00	30	250	66	50	189	41	25	107	27	44	239	87	1,155
8:15 - 9:15	30	256	74	60	153	34	24	110	22	43	233	81	1,120
8:30 - 9:30	31	243	70	66	135	33	18	113	13	31	228	74	1,055
8:45 - 9:45	30	250	66	66	124	37	17	108	10	28	201	77	1,014
9:00 - 10:00	31	235	72	60	160	37	12	104	6	33	192	71	1,013

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	9	36	13	28	34	7	15	103	7	23	33	4	312
3:15 - 3:30	0	42	19	25	52	8	6	85	7	24	28	10	306
3:30 - 3:45	6	58	12	34	33	8	8	90	0	26	39	17	331
3:45 - 4:00	10	36	20	55	38	13	7	89	13	24	79	19	403
4:00 - 4:15	5	44	19	42	39	7	34	158	2	42	94	12	498
4:15 - 4:30	6	68	10	45	48	5	13	133	2	19	79	6	434
4:30 - 4:45	18	71	34	39	85	17	13	158	31	38	81	28	613
4:45 - 5:00	35	60	8	46	78	14	6	68	8	23	107	7	460
5:00 - 5:15	36	61	6	68	101	12	4	110	17	28	63	21	527
5:15 - 5:30	22	31	6	19	63	11	13	103	2	34	162	9	475
5:30 - 5:45	6	91	15	8	100	4	3	202	13	27	227	5	701
5:45 - 6:00	0	55	1	0	85	1	0	243	0	21	173	0	579

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	25	172	64	142	157	36	36	367	27	97	179	50	1,352
3:15 - 4:15	21	180	70	156	162	36	55	422	22	116	240	58	1,538
3:30 - 4:30	27	206	61	176	158	33	62	470	17	111	291	54	1,666
3:45 - 4:45	39	219	83	181	210	42	67	538	48	123	333	65	1,948
4:00 - 5:00	64	243	71	172	250	43	66	517	43	122	361	53	2,005
4:15 - 5:15	95	260	58	198	312	48	36	469	58	108	330	62	2,034
4:30 - 5:30	111	223	54	172	327	54	36	439	58	123	413	65	2,075
4:45 - 5:45	99	243	35	141	342	41	26	483	40	112	559	42	2,163
5:00 - 6:00	64	238	28	95	349	28	20	658	32	110	625	35	2,282 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth

E/W STREET: Burbank

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-023

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	15	53	23	37	99	12	14	10	7	27	9	42	348
7:15 - 7:30	17	57	28	46	126	17	16	10	12	23	14	52	418
7:30 - 7:45	17	82	24	55	163	31	18	16	10	37	12	64	529
7:45 - 8:00	23	78	33	59	151	23	19	13	9	47	31	65	551
8:00 - 8:15	25	71	35	65	176	17	13	7	16	31	38	58	552
8:15 - 8:30	15	62	22	63	157	26	12	15	7	29	32	52	492
8:30 - 8:45	24	72	35	55	142	19	18	10	19	28	15	51	488
8:45 - 9:00	17	65	28	55	157	17	18	15	13	39	16	50	490
9:00 - 9:15	19	61	37	50	109	17	18	12	5	33	11	39	411
9:15 - 9:30	8	49	33	51	106	8	11	9	11	21	11	33	351
9:30 - 9:45	3	49	28	39	89	13	16	5	13	21	7	36	319
9:45 - 10:00	5	53	15	33	73	12	14	6	13	21	10	28	283

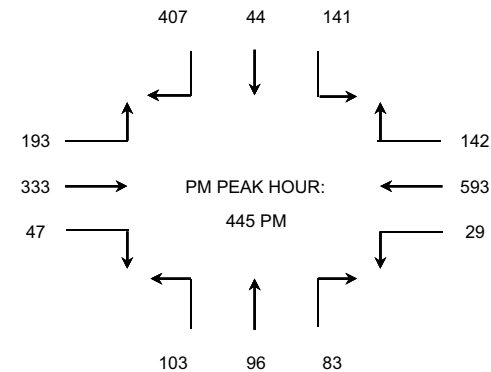
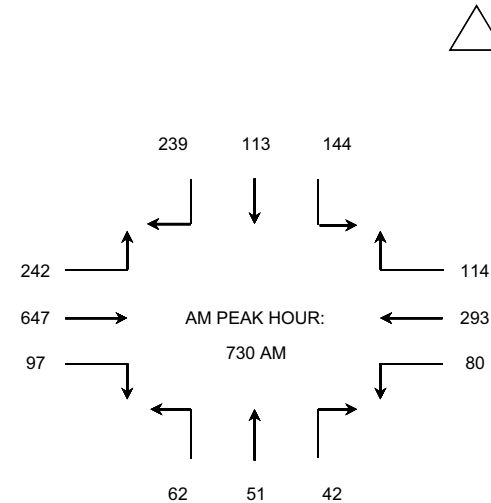
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	72	270	108	197	539	83	67	49	38	134	66	223	1,846
7:15 - 8:15	82	288	120	225	616	88	66	46	47	138	95	239	2,050
7:30 - 8:30	80	293	114	242	647	97	62	51	42	144	113	239	2,124 *
7:45 - 8:45	87	283	125	242	626	85	62	45	51	135	116	226	2,083
8:00 - 9:00	81	270	120	238	632	79	61	47	55	127	101	211	2,022
8:15 - 9:15	75	260	122	223	565	79	66	52	44	129	74	192	1,881
8:30 - 9:30	68	247	133	211	514	61	65	46	48	121	53	173	1,740
8:45 - 9:45	47	224	126	195	461	55	63	41	42	114	45	158	1,571
9:00 - 10:00	35	212	113	173	377	50	59	32	42	96	39	136	1,364

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	6	89	26	31	58	9	16	10	19	31	13	73	381
3:15 - 3:30	8	93	24	31	71	3	18	7	17	23	5	64	364
3:30 - 3:45	11	100	23	33	76	16	25	17	21	22	10	66	420
3:45 - 4:00	5	100	17	37	69	16	17	16	14	23	7	77	398
4:00 - 4:15	2	115	23	39	60	11	29	25	20	35	16	90	465
4:15 - 4:30	4	96	27	38	65	15	10	20	10	24	9	95	413
4:30 - 4:45	10	138	26	43	67	4	29	28	24	30	17	104	520
4:45 - 5:00	5	158	32	33	79	8	33	17	20	26	15	77	503
5:00 - 5:15	9	148	38	52	78	9	33	27	34	43	13	112	596
5:15 - 5:30	10	145	34	42	91	13	19	29	19	39	11	119	571
5:30 - 5:45	5	142	38	66	85	17	18	23	10	33	5	99	541
5:45 - 6:00	8	118	31	46	79	19	20	11	5	37	11	108	493

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	30	382	90	132	274	44	76	50	71	99	35	280	1,563
3:15 - 4:15	26	408	87	140	276	46	89	65	72	103	38	297	1,647
3:30 - 4:30	22	411	90	147	270	58	81	78	65	104	42	328	1,696
3:45 - 4:45	21	449	93	157	261	46	85	89	68	112	49	366	1,796
4:00 - 5:00	21	507	108	153	271	38	101	90	74	115	57	366	1,901
4:15 - 5:15	28	540	123	166	289	36	105	92	88	123	54	388	2,032
4:30 - 5:30	34	589	130	170	315	34	114	101	97	138	56	412	2,190
4:45 - 5:45	29	593	142	193	333	47	103	96	83	141	44	407	2,211 *
5:00 - 6:00	32	553	141	206	333	58	90	90	68	152	40	438	2,201



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Topanga Canyon

E/W STREET: Califa

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-024



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	2	0	0	0	0	252	15	6	338	0	613
7:15 - 7:30	0	0	2	0	0	0	0	304	27	13	388	0	734
7:30 - 7:45	0	0	3	0	0	0	0	361	35	23	419	0	841
7:45 - 8:00	0	0	5	0	0	0	0	399	34	11	534	0	983
8:00 - 8:15	0	0	4	0	0	0	0	366	20	11	505	0	906
8:15 - 8:30	0	0	6	0	0	0	0	362	24	12	449	0	853
8:30 - 8:45	0	0	8	0	0	0	0	344	29	15	385	0	781
8:45 - 9:00	0	0	5	0	0	0	0	342	22	13	337	0	719
9:00 - 9:15	0	0	12	0	0	0	0	298	17	13	426	0	766
9:15 - 9:30	0	0	14	0	0	0	0	306	18	11	316	0	665
9:30 - 9:45	0	0	5	0	0	0	0	332	16	14	372	0	739
9:45 - 10:00	0	0	19	0	0	0	0	350	12	14	437	0	832

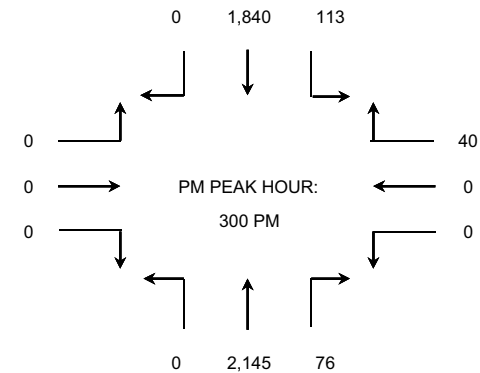
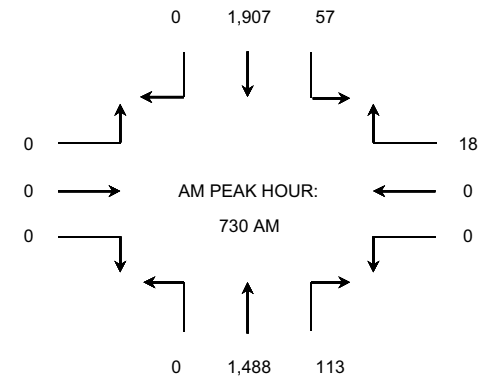
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	12	0	0	0	0	1,316	111	53	1,679	0	3,171
7:15 - 8:15	0	0	14	0	0	0	0	1,430	116	58	1,846	0	3,464
7:30 - 8:30	0	0	18	0	0	0	0	1,488	113	57	1,907	0	3,583 *
7:45 - 8:45	0	0	23	0	0	0	0	1,471	107	49	1,873	0	3,523
8:00 - 9:00	0	0	23	0	0	0	0	1,414	95	51	1,676	0	3,259
8:15 - 9:15	0	0	31	0	0	0	0	1,346	92	53	1,597	0	3,119
8:30 - 9:30	0	0	39	0	0	0	0	1,290	86	52	1,464	0	2,931
8:45 - 9:45	0	0	36	0	0	0	0	1,278	73	51	1,451	0	2,889
9:00 - 10:00	0	0	50	0	0	0	0	1,286	63	52	1,551	0	3,002

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	0	0	12	0	0	0	0	463	26	25	486	0	1,012
3:15 - 3:30	0	0	9	0	0	0	0	569	20	35	466	0	1,099
3:30 - 3:45	0	0	8	0	0	0	0	566	18	27	508	0	1,127
3:45 - 4:00	0	0	11	0	0	0	0	547	12	26	380	0	976
4:00 - 4:15	0	0	10	0	0	0	0	499	14	30	314	0	867
4:15 - 4:30	0	0	21	0	0	0	0	610	12	19	360	0	1,022
4:30 - 4:45	0	0	31	0	0	0	0	502	15	20	346	0	914
4:45 - 5:00	0	0	21	0	0	0	0	465	15	19	374	0	894
5:00 - 5:15	0	0	20	0	0	0	0	482	16	20	446	0	984
5:15 - 5:30	0	0	16	0	0	0	0	576	22	24	355	0	993
5:30 - 5:45	0	0	21	0	0	0	0	542	13	21	453	0	1,050
5:45 - 6:00	0	0	29	0	0	0	0	430	13	26	474	0	972

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	0	0	40	0	0	0	0	2,145	76	113	1,840	0	4,214 *
3:15 - 4:15	0	0	38	0	0	0	0	2,181	64	118	1,668	0	4,069
3:30 - 4:30	0	0	50	0	0	0	0	2,222	56	102	1,562	0	3,992
3:45 - 4:45	0	0	73	0	0	0	0	2,158	53	95	1,400	0	3,779
4:00 - 5:00	0	0	83	0	0	0	0	2,076	56	88	1,394	0	3,697
4:15 - 5:15	0	0	93	0	0	0	0	2,059	58	78	1,526	0	3,814
4:30 - 5:30	0	0	88	0	0	0	0	2,025	68	83	1,521	0	3,785
4:45 - 5:45	0	0	78	0	0	0	0	2,065	66	84	1,628	0	3,921
5:00 - 6:00	0	0	86	0	0	0	0	2,030	64	91	1,728	0	3,999



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth

E/W STREET: Califa

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-025

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	5	17	2	3	16	0	0	121	17	6	167	0	354
7:15 - 7:30	3	7	4	5	16	2	4	59	7	11	57	1	176
7:30 - 7:45	5	8	19	2	29	3	5	67	24	16	89	5	272
7:45 - 8:00	14	8	11	5	31	8	4	91	22	31	112	5	342
8:00 - 8:15	10	12	15	7	30	4	6	92	27	28	114	6	351
8:15 - 8:30	5	11	18	8	28	8	7	87	25	17	114	6	334
8:30 - 8:45	5	8	10	11	31	8	8	100	24	18	92	7	322
8:45 - 9:00	10	15	17	5	20	7	7	62	22	17	66	5	253
9:00 - 9:15	8	8	12	8	24	7	4	65	19	10	61	3	229
9:15 - 9:30	5	11	12	7	20	11	5	75	14	7	53	8	228
9:30 - 9:45	7	8	18	6	18	4	2	56	4	11	37	2	173
9:45 - 10:00	5	7	26	4	14	6	1	62	14	11	44	5	199

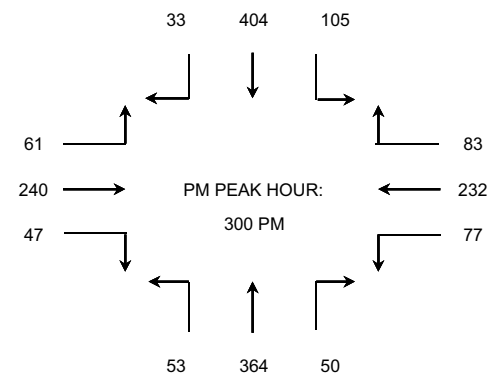
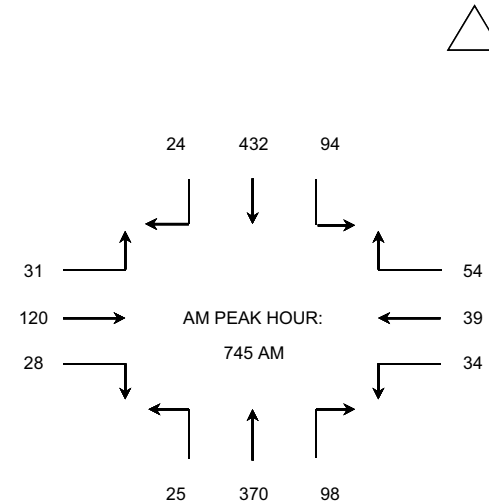
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	27	40	36	15	92	13	13	338	70	64	425	11	1,144
7:15 - 8:15	32	35	49	19	106	17	19	309	80	86	372	17	1,141
7:30 - 8:30	34	39	63	22	118	23	22	337	98	92	429	22	1,299
7:45 - 8:45	34	39	54	31	120	28	25	370	98	94	432	24	1,349 *
8:00 - 9:00	30	46	60	31	109	27	28	341	98	80	386	24	1,260
8:15 - 9:15	28	42	57	32	103	30	26	314	90	62	333	21	1,138
8:30 - 9:30	28	42	51	31	95	33	24	302	79	52	272	23	1,032
8:45 - 9:45	30	42	59	26	82	29	18	258	59	45	217	18	883
9:00 - 10:00	25	34	68	25	76	28	12	258	51	39	195	18	829

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	25	119	18	30	130	8	26	155	23	39	161	5	739
3:15 - 3:30	13	87	16	22	81	17	20	77	15	22	103	19	492
3:30 - 3:45	21	12	17	5	14	11	2	56	7	17	54	7	223
3:45 - 4:00	18	14	32	4	15	11	5	76	5	27	86	2	295
4:00 - 4:15	21	14	27	10	24	15	1	91	5	20	127	6	361
4:15 - 4:30	22	19	30	7	10	6	4	76	8	20	68	4	274
4:30 - 4:45	24	26	31	13	19	10	2	84	5	19	115	2	350
4:45 - 5:00	24	14	32	8	20	13	2	92	8	16	98	4	331
5:00 - 5:15	42	26	59	12	14	18	5	100	14	33	118	2	443
5:15 - 5:30	41	17	46	9	17	11	0	111	14	20	126	6	418
5:30 - 5:45	51	22	47	8	26	19	4	88	6	28	129	9	437
5:45 - 6:00	36	22	53	14	19	7	4	89	7	22	95	4	372

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	77	232	83	61	240	47	53	364	50	105	404	33	1,749 *
3:15 - 4:15	73	127	92	41	134	54	28	300	32	86	370	34	1,371
3:30 - 4:30	82	59	106	26	63	43	12	299	25	84	335	19	1,153
3:45 - 4:45	85	73	120	34	68	42	12	327	23	86	396	14	1,280
4:00 - 5:00	91	73	120	38	73	44	9	343	26	75	408	16	1,316
4:15 - 5:15	112	85	152	40	63	47	13	352	35	88	399	12	1,398
4:30 - 5:30	131	83	168	42	70	52	9	387	41	88	457	14	1,542
4:45 - 5:45	158	79	184	37	77	61	11	391	42	97	471	21	1,629
5:00 - 6:00	170	87	205	43	76	55	13	388	41	103	468	21	1,670



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Califa

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-026

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	4	1	2	4	0	19	254	8	1	201	1	498
7:15 - 7:30	2	5	0	3	6	1	23	257	11	3	198	2	511
7:30 - 7:45	4	7	2	4	7	2	20	260	14	2	204	1	527
7:45 - 8:00	5	6	3	2	5	5	24	267	16	5	207	5	550
8:00 - 8:15	3	8	1	3	9	3	28	271	18	4	211	4	563
8:15 - 8:30	6	7	5	5	8	4	29	277	17	3	217	3	581
8:30 - 8:45	5	9	4	3	7	6	32	284	20	6	223	6	605
8:45 - 9:00	8	6	3	6	8	3	30	290	23	4	229	3	613
9:00 - 9:15	6	7	1	7	9	4	28	296	19	7	233	5	622
9:15 - 9:30	5	8	4	4	6	5	26	307	16	5	228	7	621
9:30 - 9:45	4	6	2	3	5	3	24	304	13	3	231	4	602
9:45 - 10:00	7	10	2	5	8	2	32	343	18	6	242	6	681

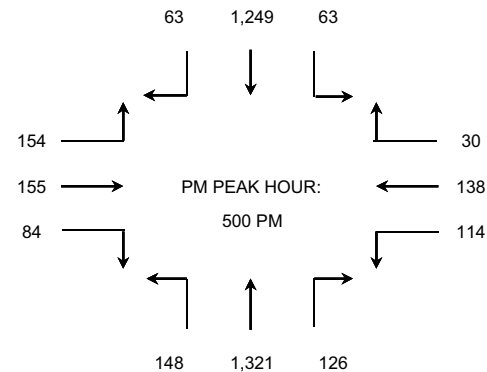
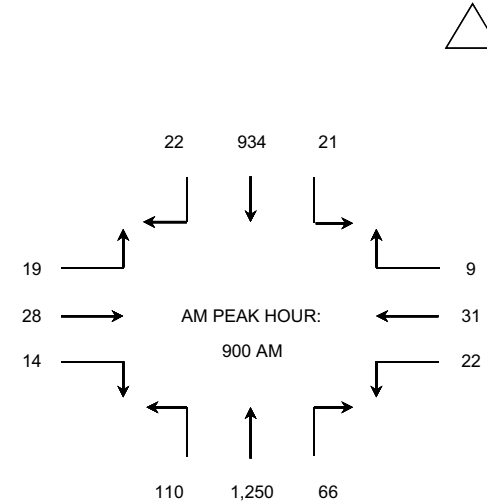
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	14	22	6	11	22	8	86	1,038	49	11	810	9	2,086
7:15 - 8:15	14	26	6	12	27	11	95	1,055	59	14	820	12	2,151
7:30 - 8:30	18	28	11	14	29	14	101	1,075	65	14	839	13	2,221
7:45 - 8:45	19	30	13	13	29	18	113	1,099	71	18	858	18	2,299
8:00 - 9:00	22	30	13	17	32	16	119	1,122	78	17	880	16	2,362
8:15 - 9:15	25	29	13	21	32	17	119	1,147	79	20	902	17	2,421
8:30 - 9:30	24	30	12	20	30	18	116	1,177	78	22	913	21	2,461
8:45 - 9:45	23	27	10	20	28	15	108	1,197	71	19	921	19	2,458
9:00 - 10:00	22	31	9	19	28	14	110	1,250	66	21	934	22	2,526 *

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	16	21	4	23	20	10	24	269	19	8	278	8	700
3:15 - 3:30	19	25	6	26	24	11	19	310	21	9	291	10	771
3:30 - 3:45	20	23	7	27	22	13	22	302	18	11	287	11	763
3:45 - 4:00	18	26	5	30	25	9	25	309	20	13	293	9	782
4:00 - 4:15	22	28	6	32	28	14	27	316	22	10	296	13	814
4:15 - 4:30	24	30	4	34	32	16	29	321	25	12	301	12	840
4:30 - 4:45	21	33	7	29	29	19	33	326	23	14	305	15	854
4:45 - 5:00	25	31	8	32	34	22	31	319	26	15	309	17	869
5:00 - 5:15	29	34	7	36	37	24	35	329	28	13	313	14	899
5:15 - 5:30	28	36	9	37	41	21	38	332	33	17	315	16	923
5:30 - 5:45	30	33	6	40	38	19	36	333	31	18	309	18	911
5:45 - 6:00	27	35	8	41	39	20	39	327	34	15	312	15	912

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	73	95	22	106	91	43	90	1,190	78	41	1,149	38	3,016
3:15 - 4:15	79	102	24	115	99	47	93	1,237	81	43	1,167	43	3,130
3:30 - 4:30	84	107	22	123	107	52	103	1,248	85	46	1,177	45	3,199
3:45 - 4:45	85	117	22	125	114	58	114	1,272	90	49	1,195	49	3,290
4:00 - 5:00	92	122	25	127	123	71	120	1,282	96	51	1,211	57	3,377
4:15 - 5:15	99	128	26	131	132	81	128	1,295	102	54	1,228	58	3,462
4:30 - 5:30	103	134	31	134	141	86	137	1,306	110	59	1,242	62	3,545
4:45 - 5:45	112	134	30	145	150	86	140	1,313	118	63	1,246	65	3,602
5:00 - 6:00	114	138	30	154	155	84	148	1,321	126	63	1,249	63	3,645 *



APPENDIX G.5 - COUNT DATA

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Califa

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

Prepared by: National Data & Surveying Services
Project # 07-2241-027

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	0	0	5	34	214	0	0	378	29	660
7:15 - 7:30	0	0	0	0	0	13	33	234	0	0	434	19	733
7:30 - 7:45	0	0	0	0	0	12	40	356	0	0	480	28	916
7:45 - 8:00	0	0	0	0	0	12	50	409	0	0	500	40	1,011
8:00 - 8:15	0	0	0	0	0	17	60	378	0	0	431	45	931
8:15 - 8:30	0	0	0	1	0	18	53	298	0	0	494	41	905
8:30 - 8:45	0	0	0	0	0	15	52	297	0	0	461	43	868
8:45 - 9:00	0	0	0	0	0	25	63	330	0	0	439	39	896
9:00 - 9:15	0	0	0	0	0	14	59	339	0	0	381	34	827
9:15 - 9:30	0	0	0	0	0	18	50	298	0	0	305	22	693
9:30 - 9:45	0	0	0	0	0	17	45	302	0	0	314	18	696
9:45 - 10:00	0	0	0	0	0	15	29	236	0	0	308	9	597

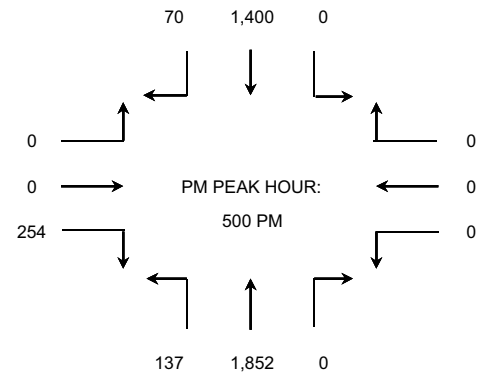
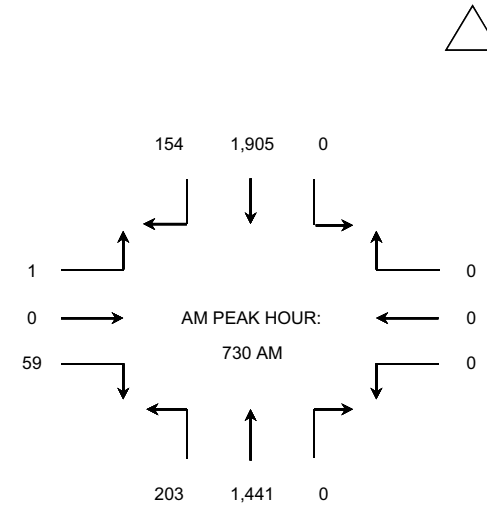
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	0	0	42	157	1,213	0	0	1,792	116	3,320
7:15 - 8:15	0	0	0	0	0	54	183	1,377	0	0	1,845	132	3,591
7:30 - 8:30	0	0	0	1	0	59	203	1,441	0	0	1,905	154	3,763 *
7:45 - 8:45	0	0	0	1	0	62	215	1,382	0	0	1,886	169	3,715
8:00 - 9:00	0	0	0	1	0	75	228	1,303	0	0	1,825	168	3,600
8:15 - 9:15	0	0	0	1	0	72	227	1,264	0	0	1,775	157	3,496
8:30 - 9:30	0	0	0	0	0	72	224	1,264	0	0	1,586	138	3,284
8:45 - 9:45	0	0	0	0	0	74	217	1,269	0	0	1,439	113	3,112
9:00 - 10:00	0	0	0	0	0	64	183	1,175	0	0	1,308	83	2,813

PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	0	0	0	0	0	25	18	420	0	0	380	6	849
3:15 - 3:30	0	0	0	0	0	22	26	432	0	0	334	5	819
3:30 - 3:45	0	0	0	0	0	36	18	483	0	0	340	6	883
3:45 - 4:00	0	0	0	0	0	35	15	418	0	0	337	7	812
4:00 - 4:15	0	0	0	0	0	33	19	482	0	0	339	6	879
4:15 - 4:30	0	0	0	0	0	41	21	399	0	0	280	6	747
4:30 - 4:45	0	0	0	0	0	57	16	462	0	0	313	4	852
4:45 - 5:00	0	0	0	0	0	41	25	403	0	0	303	8	780
5:00 - 5:15	0	0	0	0	0	65	26	557	0	0	380	13	1,041
5:15 - 5:30	0	0	0	0	0	60	26	460	0	0	363	16	925
5:30 - 5:45	0	0	0	0	0	80	44	429	0	0	331	14	898
5:45 - 6:00	0	0	0	0	0	49	41	406	0	0	326	27	849

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	0	0	0	0	0	118	77	1,753	0	0	1,391	24	3,363
3:15 - 4:15	0	0	0	0	0	126	78	1,815	0	0	1,350	24	3,393
3:30 - 4:30	0	0	0	0	0	145	73	1,782	0	0	1,296	25	3,321
3:45 - 4:45	0	0	0	0	0	166	71	1,761	0	0	1,269	23	3,290
4:00 - 5:00	0	0	0	0	0	172	81	1,746	0	0	1,235	24	3,258
4:15 - 5:15	0	0	0	0	0	204	88	1,821	0	0	1,276	31	3,420
4:30 - 5:30	0	0	0	0	0	223	93	1,882	0	0	1,359	41	3,598
4:45 - 5:45	0	0	0	0	0	246	121	1,849	0	0	1,377	51	3,644
5:00 - 6:00	0	0	0	0	0	254	137	1,852	0	0	1,400	70	3,713 *



27

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

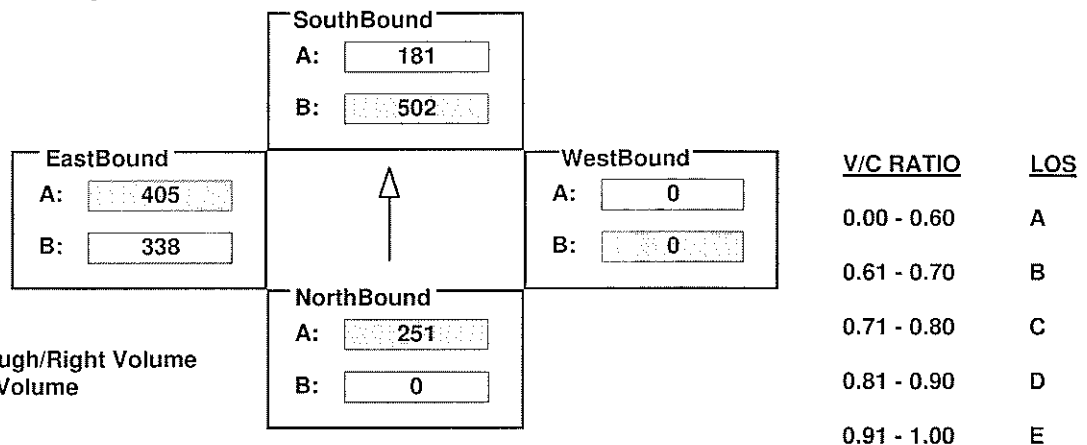
AM/PM: **AM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	753	119	912	361	0	0	0	0	671	4	405
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	753	119	912	361	0	0	0	0	671	4	405
LANE												
		3		2	2					1	1	1
SIGNAL	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
	Perm	<none>		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{251 + 502 + 0 + 405}{1425} = 0.813 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	171	1332	0	0	1076	531	145	4	595	0	0	0
LANE												
	1	2			4	1	1	1				
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Prot-Fix		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

EastBound

A:

B:

SouthBound

A:

B:

WestBound

A:

B:

NorthBound

A:

B:

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = $\frac{171 + 531 + 300 + 0}{1425} = 0.703$ LOS = C

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

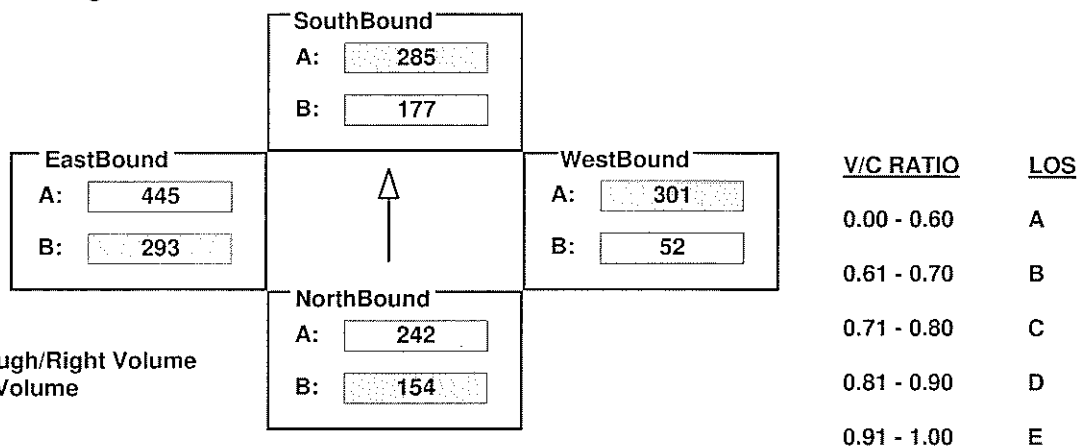
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **AM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	154	416	67	177	285	259	52	902	211	533	1263	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	416	67	177	285	259	52	902	211	533	1263	71
LANE												
	1	1	1	1	1	1	1	3	1	2	2	1
Phasing	RTOR		Phasing		RTOR		Phasing		RTOR		Phasing	
SIGNAL	Perm		Auto		Perm		OLA		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{154 + 285 + 301 + 293}{1425} = 0.725 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	136	1120	320	145	848	85	205	607	202	701	1013	134
AMBIENT												
RELATED												
PROJECT												
TOTAL	136	1120	320	145	848	85	205	607	202	701	1013	134
LANE	1	3	1	1	2	1	2	2	1	2	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	OLA		Prot-Fix	Auto		Prot-Fix	OLA		Prot-Fix	Auto	

Critical Movements Diagram

SouthBound

A:

B:

EastBound

A:

B:

WestBound

A:

B:

NorthBound

A:

B:

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = $\frac{373 + 145 + 304 + 386}{1375} = 0.879$ LOS = D

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

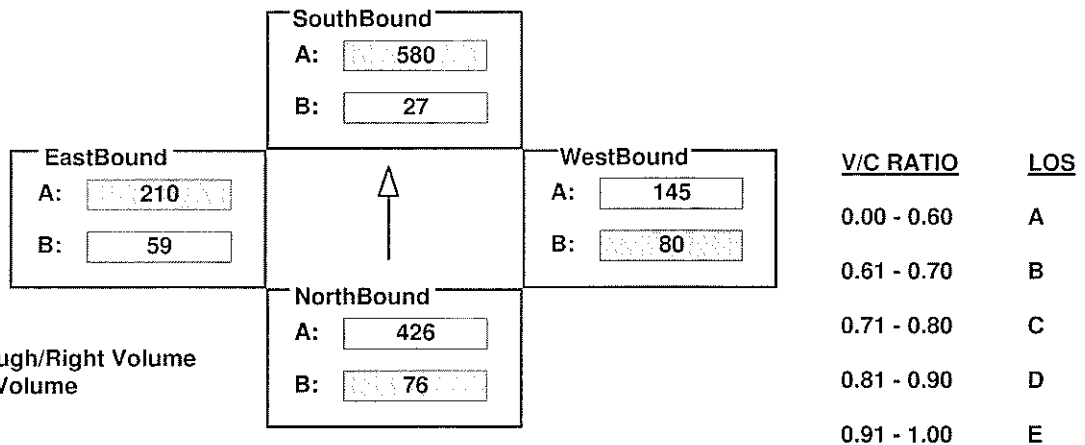
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	76	828	23	27	1693	46	80	20	45	59	6	145
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	828	23	27	1693	46	80	20	45	59	6	145
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{76 + 580 + 80 + 210}{1500} = 0.631 \quad \text{LOS} = B$$

3

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

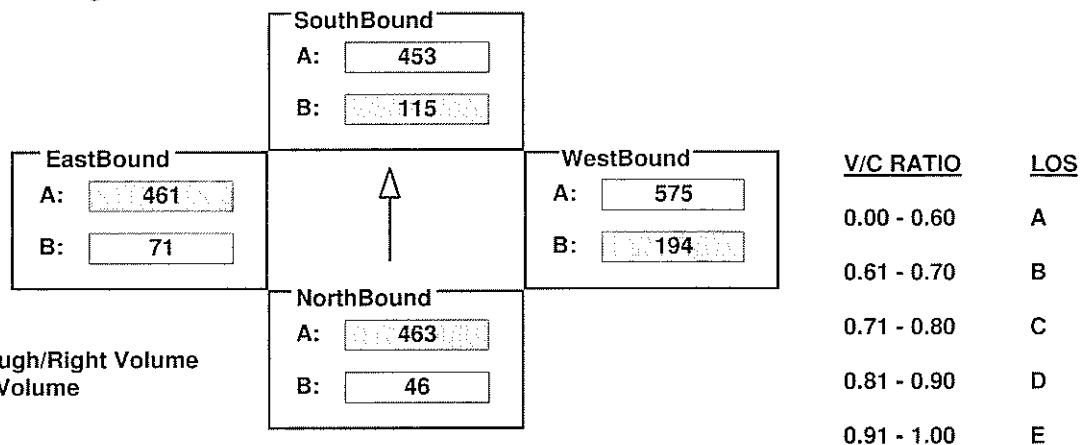
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	46	827	98	115	1191	169	194	1043	107	71	922	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	827	98	115	1191	169	194	1043	107	71	922	67
LANE												
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{463 + 115 + 194 + 461}{1425} = 0.865 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

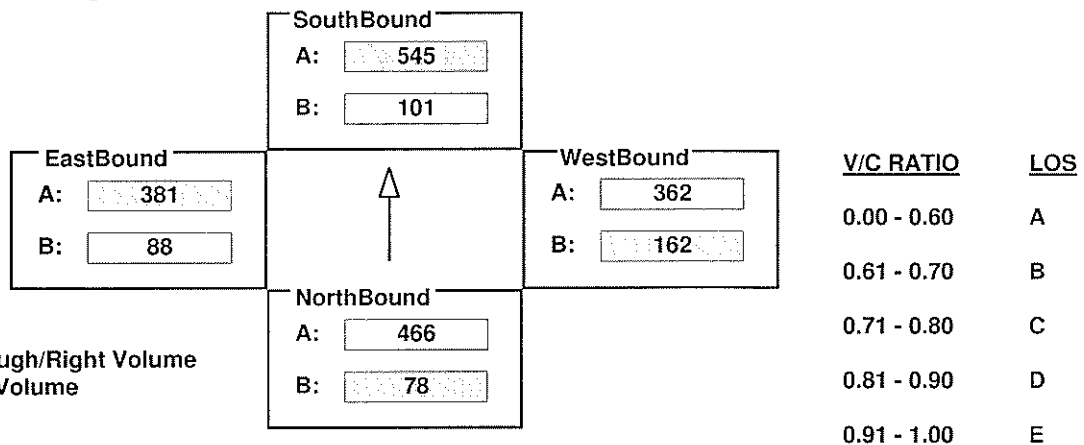
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **AM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	78	846	85	101	1486	148	162	1085	104	88	1062	82
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	846	85	101	1486	148	162	1085	104	88	1062	82
LANE												
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{78 + 545 + 162 + 381}{1425} = 0.818 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

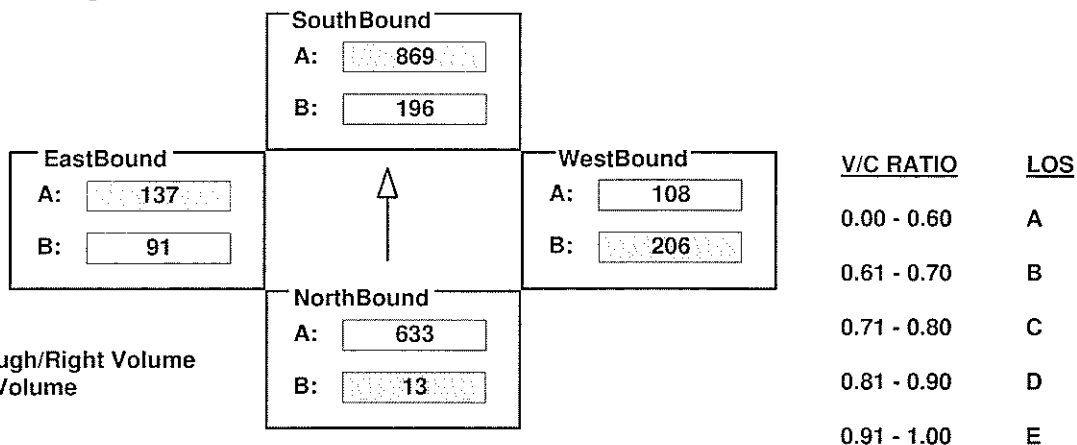
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	13	1266	265	196	1737	93	206	108	85	91	129	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	1266	265	196	1737	93	206	108	85	91	129	8
LANE												
	1	2	1	1	2	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Prot-Fix		Auto	Prot-Fix		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{13 + 869 + 206 + 137}{1425} = 0.860 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Topanga Canyon BI

W/E: Roscoe BI

I/S No: 2

AM/PM: AM

Comments: Existing 2007 Weekday Conditions

COUNT DATE:

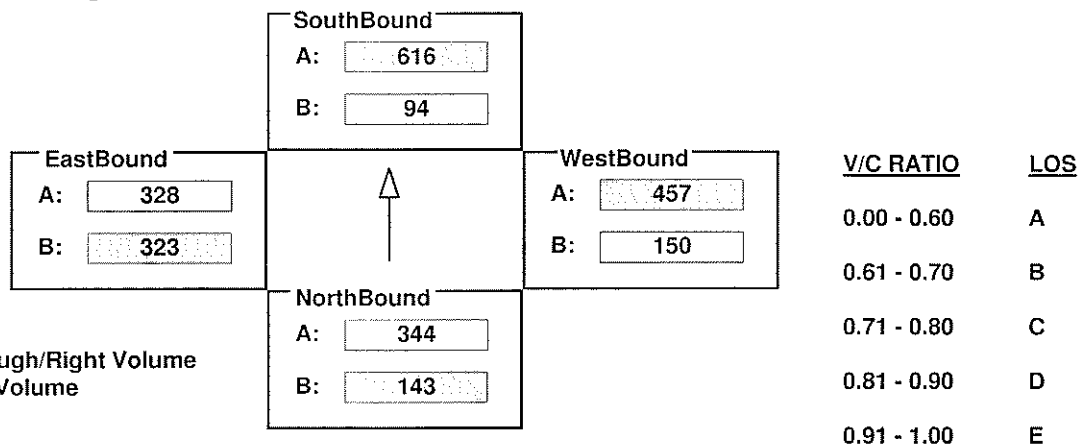
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	143	889	143	94	1232	847	273	914	47	588	911	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	889	143	94	1232	847	273	914	47	588	911	73
LANE	1 2 1	1 2 1	1	1 2 1	1 2 1	1	2 2 1	2 2 1	1	2 2 1	2 2 1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	OLA		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{143 + 616 + 457 + 323}{1375} = 1.119$$

LOS = F

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Topanga Canyon Bl

W/E: Saticoy St

I/S No: 3

AM/PM: AM

Comments: Existing 2007 Weekday Conditions

COUNT DATE:

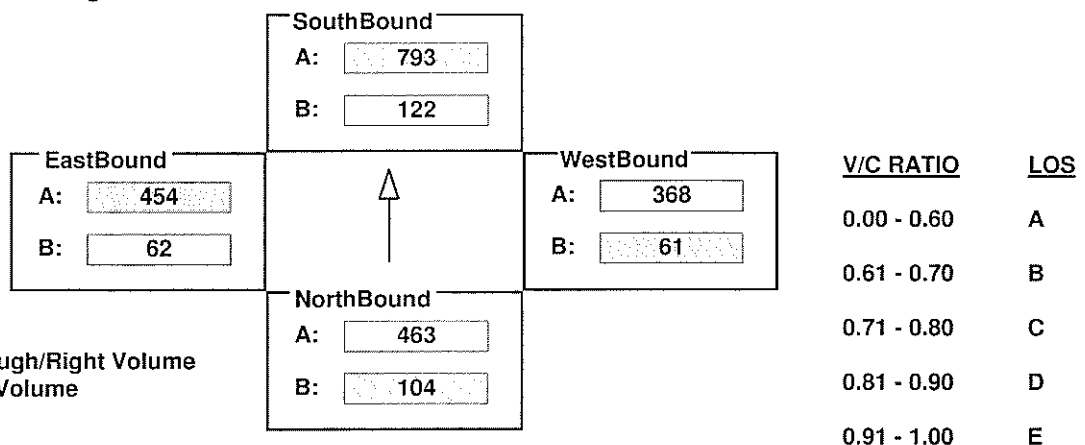
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	104	925	124	122	1585	140	61	636	100	62	834	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	104	925	124	122	1585	140	61	636	100	62	834	73
LANE	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{104 + 793 + 61 + 454}{1425} = 0.991 \quad LOS = E$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	164	725	83	87	1021	118	147	812	53	140	871	242
LANE												
	1		1		1		1		2		1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound
A:
B:

EastBound
A:
B:

WestBound
A:
B:

NorthBound
A:
B:

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C =

164 + 511 + 147 + 436

= 0.839

LOS = D

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

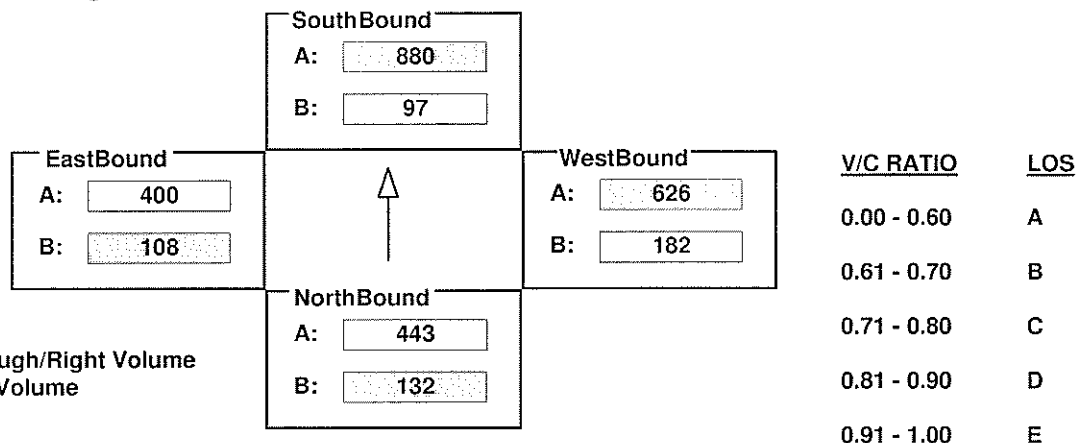
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	132	886	171	97	1760	150	330	1141	110	196	799	135
AMBIENT												
RELATED												
PROJECT												
TOTAL	132	886	171	97	1760	150	330	1141	110	196	799	135
LANE												
	1	2	1	1	2	1	2	1	1	2	2	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Fix		Auto	Prot-Fix		Auto	Prot-Fix		Auto	Prot-Fix		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{132 + 880 + 626 + 108}{1375} = 1.270 \quad \text{LOS} = F$$

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APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

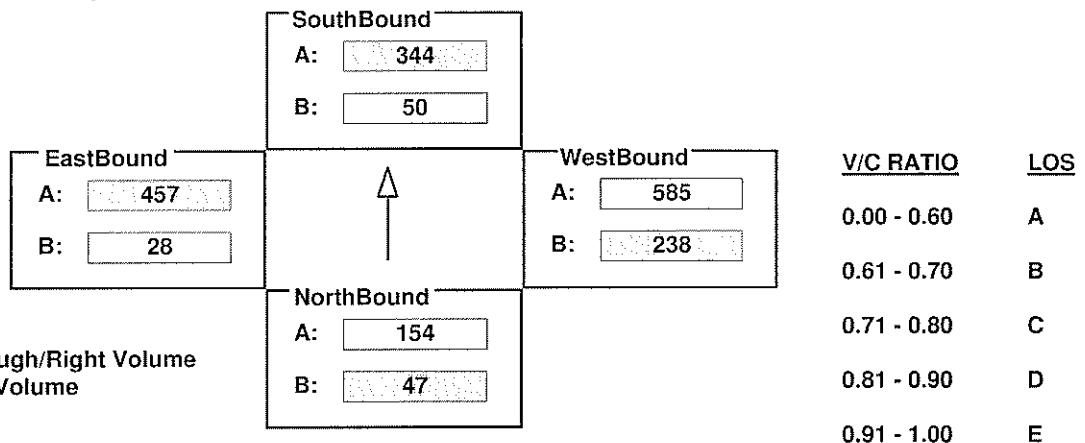
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	47	154	61	50	641	47	238	1134	35	28	845	69
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	154	61	50	641	47	238	1134	35	28	845	69
LANE												
	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{47 + 344 + 238 + 457}{1500} = 0.724 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

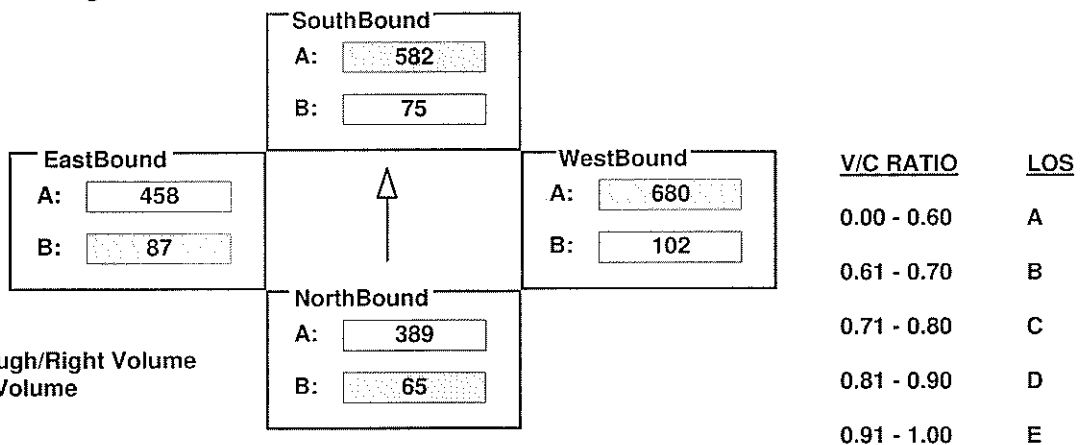
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	65	690	88	75	1055	109	102	1360	134	87	915	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	690	88	75	1055	109	102	1360	134	87	915	63
LANE	1	1	1	1	1	1	1	2	1	1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{65 + 582 + 680 + 87}{1500} = 0.943 \quad \text{LOS} = E$$

APPENDIX G.5 - COUNT DATA

AEX_AM

August 14, 2008 ,Thursday 12:01:25 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	33	1253	0	0	1659	61	0	0	0	104	0	29
LANE												
	1	3			2	1						1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram

SouthBound
A:
B:

EastBound
A:
B:

WestBound
A:
B:

NorthBound
A:
B:

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = $\frac{33 + 573 + 0 + 133}{1500} = 0.493$ LOS = A

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

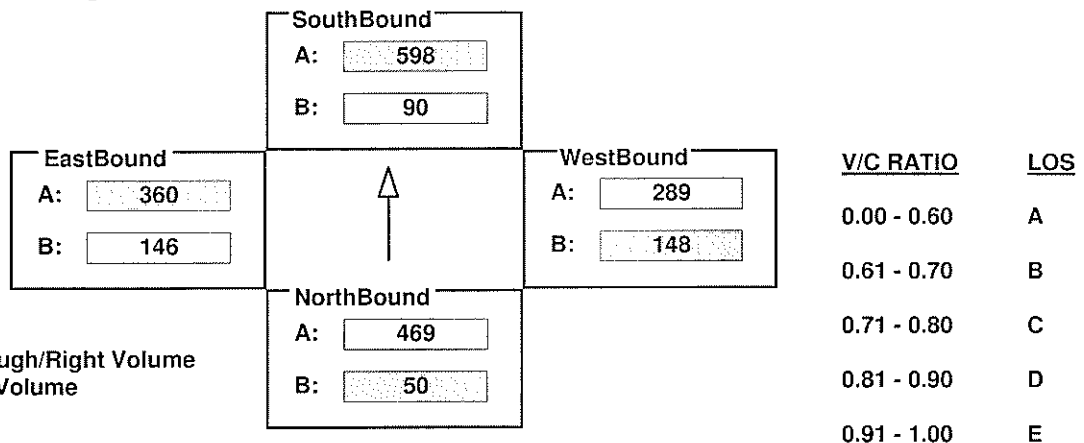
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	50	938	71	90	1195	164	148	578	60	146	720	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	50	938	71	90	1195	164	148	578	60	146	720	129
LANE	1	2	1	1	2	1	1	2	1	1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{50 + 598 + 148 + 360}{1500} = 0.771 \quad LOS = C$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

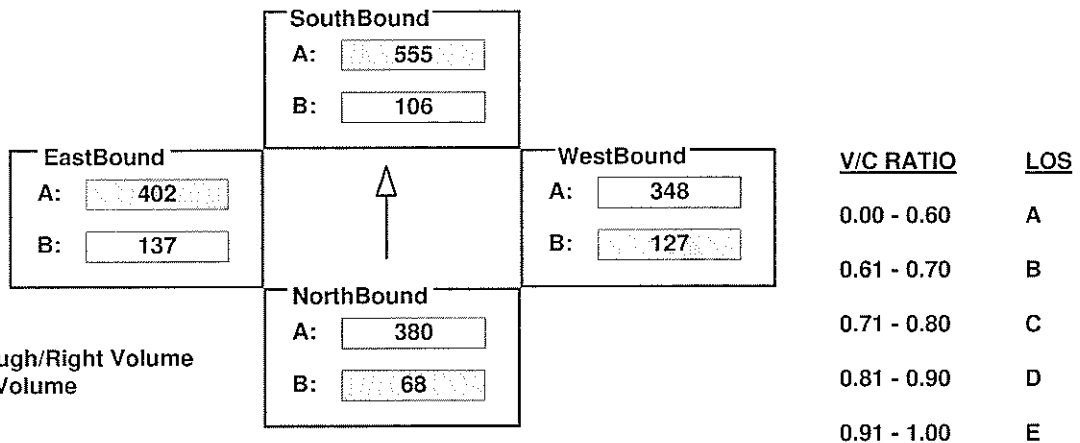
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	68	759	77	106	1110	141	127	626	69	137	691	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	759	77	106	1110	141	127	626	69	137	691	112
LANE	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{68 + 555 + 127 + 402}{1500} = 0.768 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

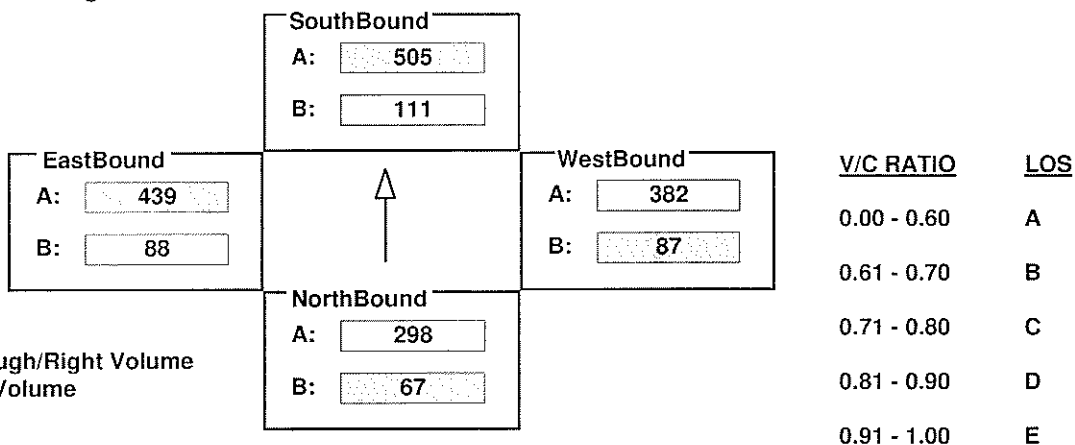
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	67	768	126	111	1438	77	87	641	122	88	800	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	768	126	111	1438	77	87	641	122	88	800	78
LANE												
	1	2	1	1	2	1	1	1	1	1	1	1
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Prot-Fix			Auto			Perm			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{67 + 505 + 87 + 439}{1425} = 0.771 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

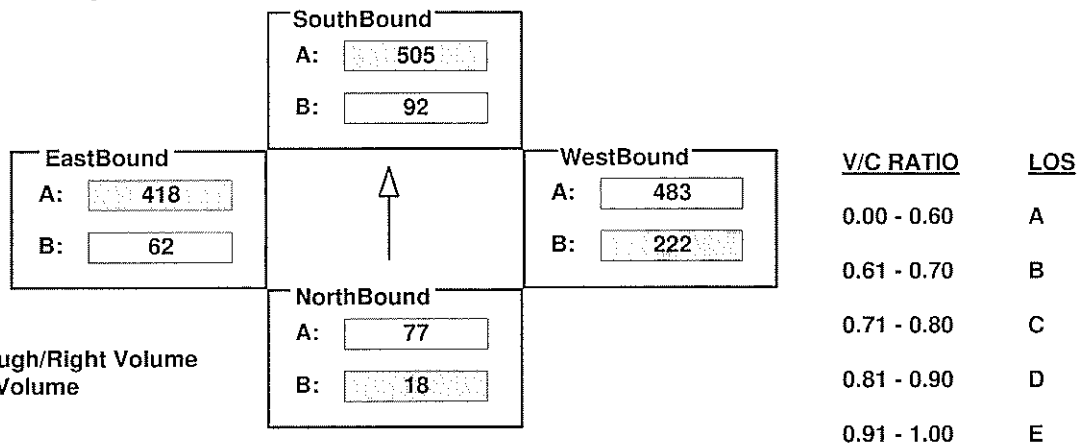
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	154	69	92	854	156	222	883	82	62	835	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	154	69	92	854	156	222	883	82	62	835	95
LANE												
	1	2	1	1	1	1	1	1	1	1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{18 + 505 + 222 + 418}{1500} = 0.775 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

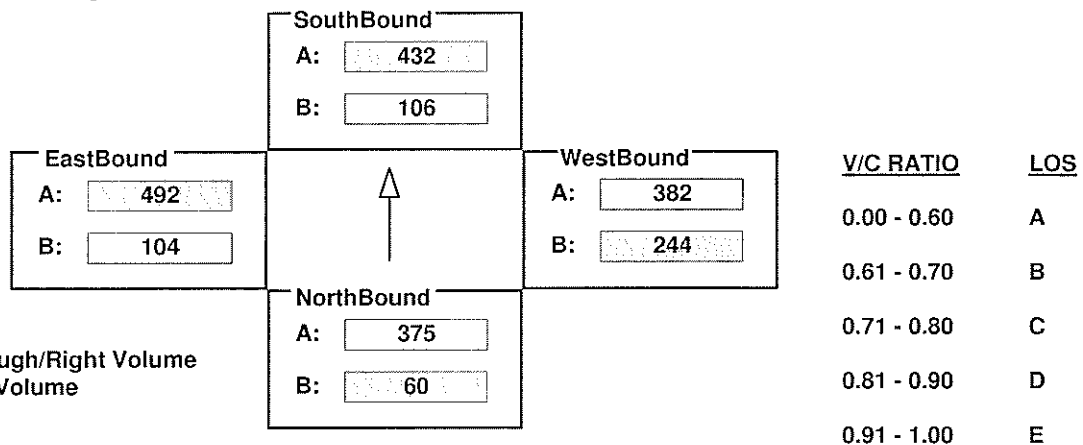
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	749	70	106	864	81	244	603	161	104	873	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	749	70	106	864	81	244	603	161	104	873	110
LANE												
	1	2	1	1	2	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{60 + 432 + 244 + 492}{1500} = 0.819 \quad \text{LOS} = D$$

71

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

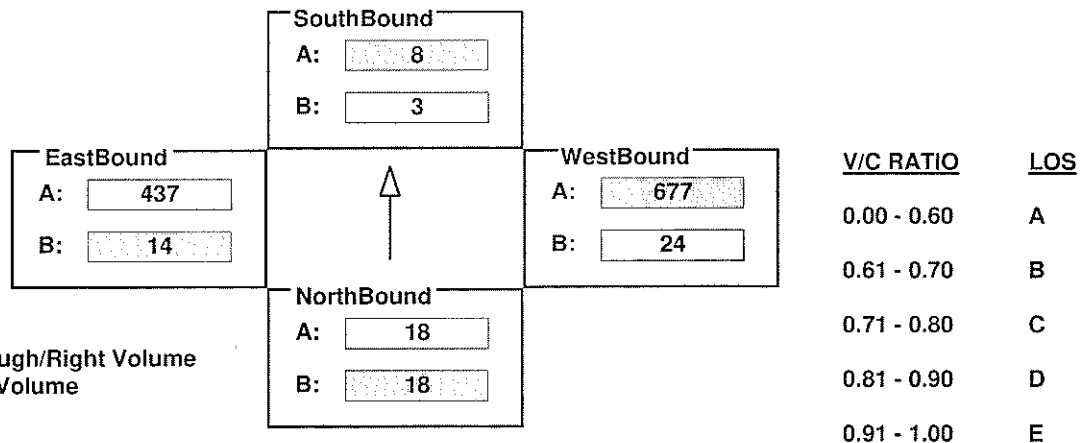
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	0	6	3	1	4	24	1354	7	14	836	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	0	6	3	1	4	24	1354	7	14	836	38
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{18 + 8 + 677 + 14}{1200} = 0.598 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

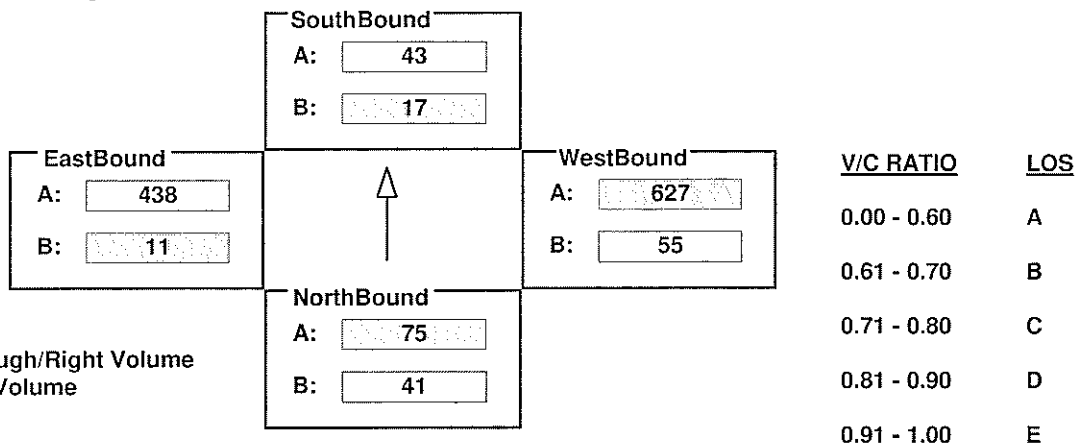
AM/PM: **AM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	2	32	17	1	25	55	1233	21	11	838	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	2	32	17	1	25	55	1233	21	11	838	37
LANE												
		1			1		1	1	1	1		
SIGNAL	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{75 + 17 + 627 + 11}{1500} = 0.487 \quad \text{LOS} = A$$

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APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S:	Independence Av	W/E:	Vanowen St	I/S No:	17
AM/PM:	AM	Comments:	Existing 2007 Weekday Conditions		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

Volume/Lane/SIGNAL Configurations												
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	1	59	33	2	39	71	1276	15	14	820	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	1	59	33	2	39	71	1276	15	14	820	38
LANE												
	1		1		1		1	2	1	1	1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram															
EastBound A: 429 B: 14		SouthBound A: 74 B: 33 	WestBound A: 638 B: 71												
NorthBound A: 59 B: 24															
A = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC Benefit															
<table><tr><td>V/C RATIO</td><td>LOS</td></tr><tr><td>0.00 - 0.60</td><td>A</td></tr><tr><td>0.61 - 0.70</td><td>B</td></tr><tr><td>0.71 - 0.80</td><td>C</td></tr><tr><td>0.81 - 0.90</td><td>D</td></tr><tr><td>0.91 - 1.00</td><td>E</td></tr></table>				V/C RATIO	LOS	0.00 - 0.60	A	0.61 - 0.70	B	0.71 - 0.80	C	0.81 - 0.90	D	0.91 - 1.00	E
V/C RATIO	LOS														
0.00 - 0.60	A														
0.61 - 0.70	B														
0.71 - 0.80	C														
0.81 - 0.90	D														
0.91 - 1.00	E														
Results															
North/South Critical Movements = B(N/B) + A(S/B)															
West/East Critical Movements = A(W/B) + B(E/B)															
$V/C = \frac{24 + 74 + 638 + 14}{1200} = 0.625 \quad LOS = B$															

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APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S:

W/E:

I/S No:

AM/PM:

Comments:

COUNT DATE:

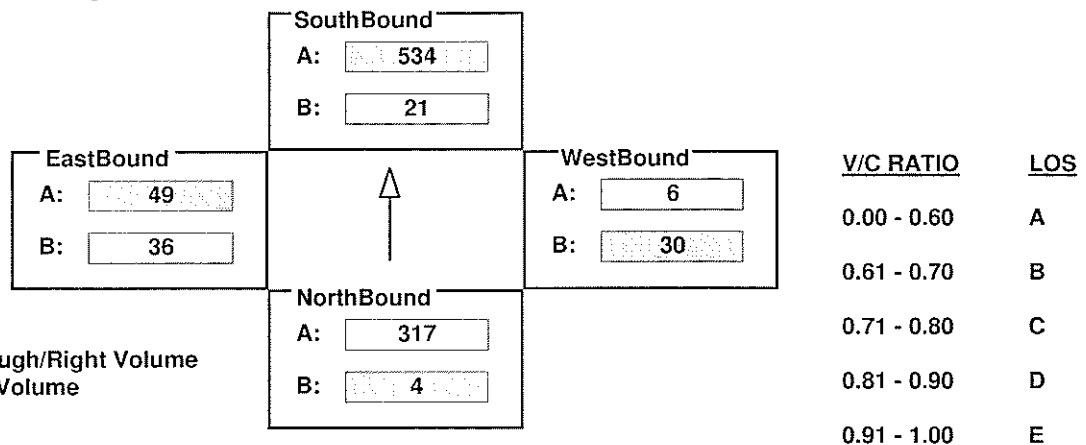
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	908	42	21	1591	12	30	6	12	36	7	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	908	42	21	1591	12	30	6	12	36	7	6
LANE	   	   	   	   	   	   	   	   	   	   	 	
	1	2	1	1	2	1	1	1	1		1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Prot-Fix		Auto	Prot-Fix		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{4 + 534 + 30 + 49}{1425} = 0.433 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

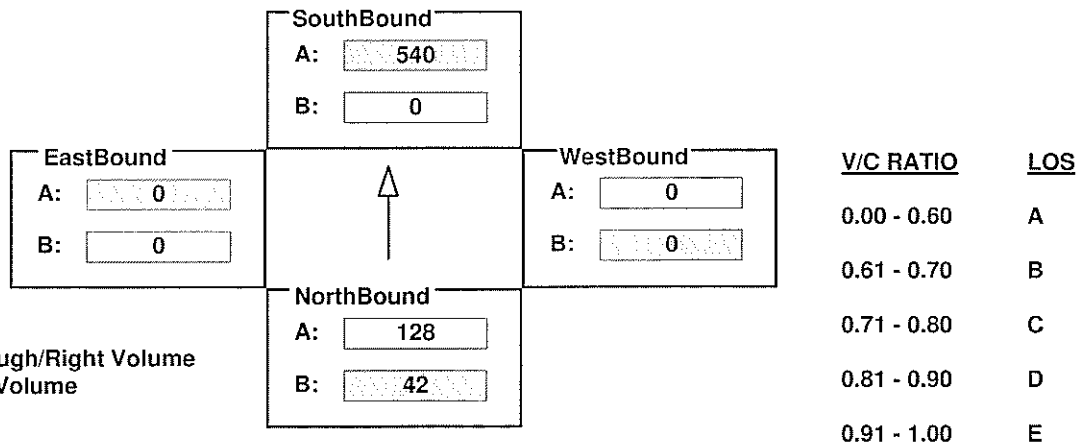
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	255	0	0	1075	5	0	0	0	0	0	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	255	0	0	1075	5	0	0	0	0	0	6
LANE												
	1	2			1	1				1		
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Fix		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{42 + 540 + 0 + 0}{1425} = 0.408 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

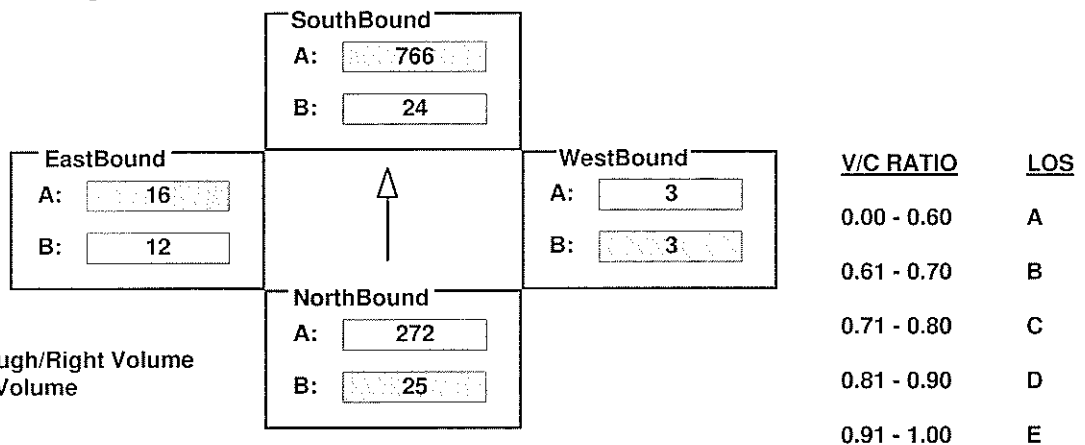
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	816	0	24	1495	37	3	0	1	12	0	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	816	0	24	1495	37	3	0	1	12	0	4
LANE	1	2	1	1	1	1	1		1		1	
	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{25 + 766 + 3 + 16}{1500} = 0.540 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

August 14, 2008 ,Thursday 12:01:25 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Canoga AvW/E: BuswayI/S No: 22

AM/PM: AMComments: Existing 2007 Weekday Conditions

COUNT DATE:STUDY DATE:GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	882	15	2	1371	0	16	0	1	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	882	15	2	1371	0	16	0	1	0	0	0
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

EastBound

A: 0

B: 0

SouthBound

A: 686

B: 2

WestBound

A: 9

B: 9

NorthBound

A: 299

B: 0

A = Adjusted Through/Right Volume

B = Adjusted Left Volume

* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = 0 + 686 + 9 + 0 / 1500 = 0.463

LOS = A

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

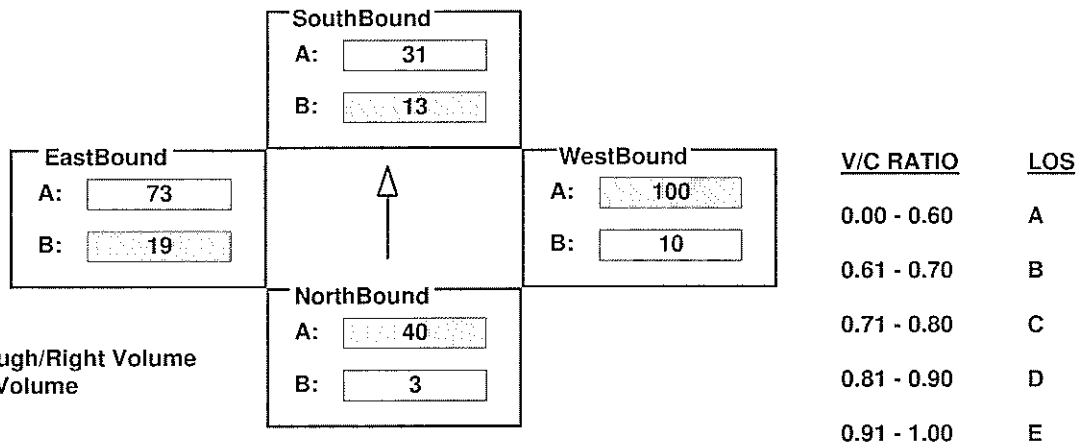
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	3	11	26	13	8	10	10	19	71	19	49	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	11	26	13	8	10	10	19	71	19	49	5
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{40 + 13 + 100 + 19}{1200} = 0.143 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

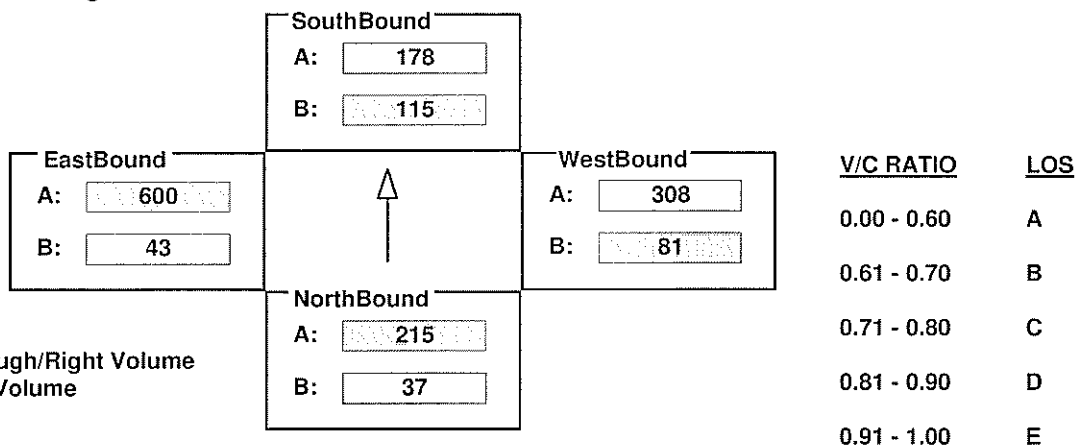
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	37	83	95	115	178	48	81	579	36	43	1162	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	83	95	115	178	48	81	579	36	43	1162	37
LANE												
			1	1	1	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{215 + 115 + 81 + 600}{1500} = 0.674 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

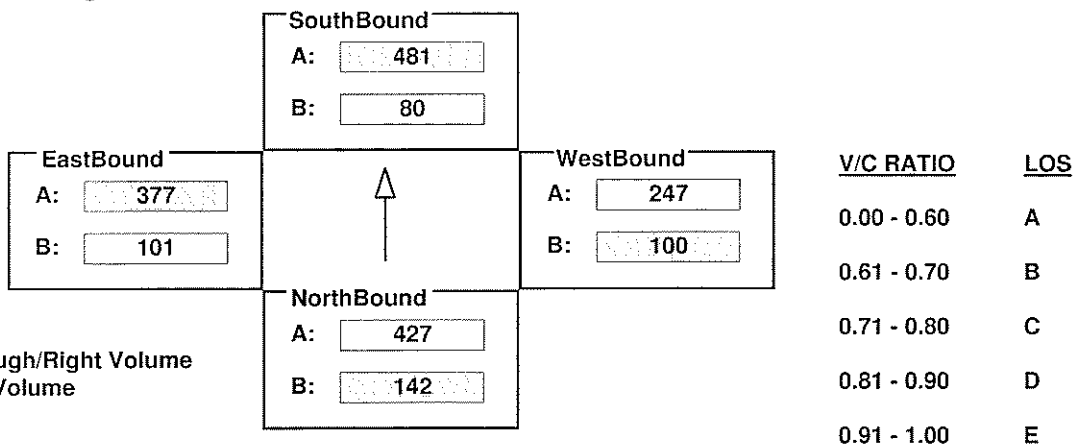
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	142	853	59	80	1383	61	100	642	98	101	984	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	142	853	59	80	1383	61	100	642	98	101	984	148
LANE	1	2	1	1	2	1	1	2	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{142 + 481 + 100 + 377}{1375} = 0.800 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

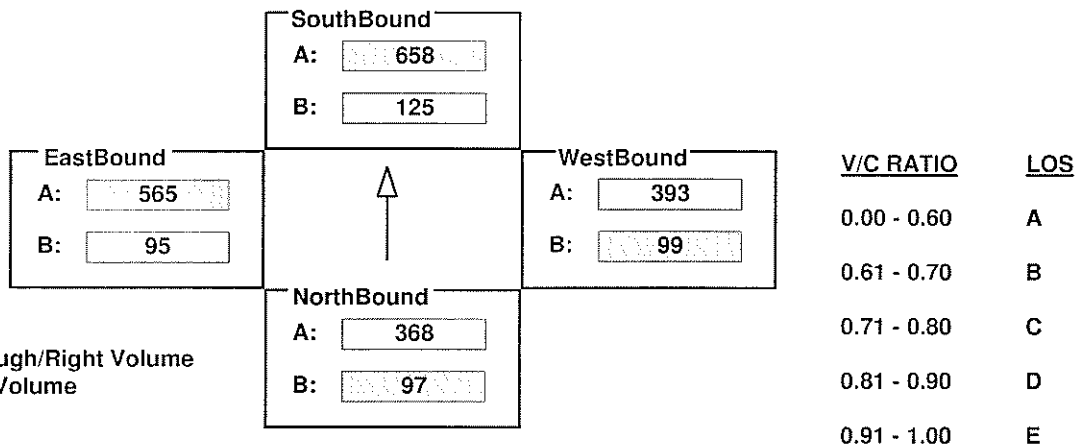
AM/PM: **AM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	97	690	46	125	1245	71	99	708	77	95	875	255
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	690	46	125	1245	71	99	708	77	95	875	255
LANE												
	1	1	1	1	1	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{97 + 658 + 99 + 565}{1500} = 0.946 \quad \text{LOS} = E$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

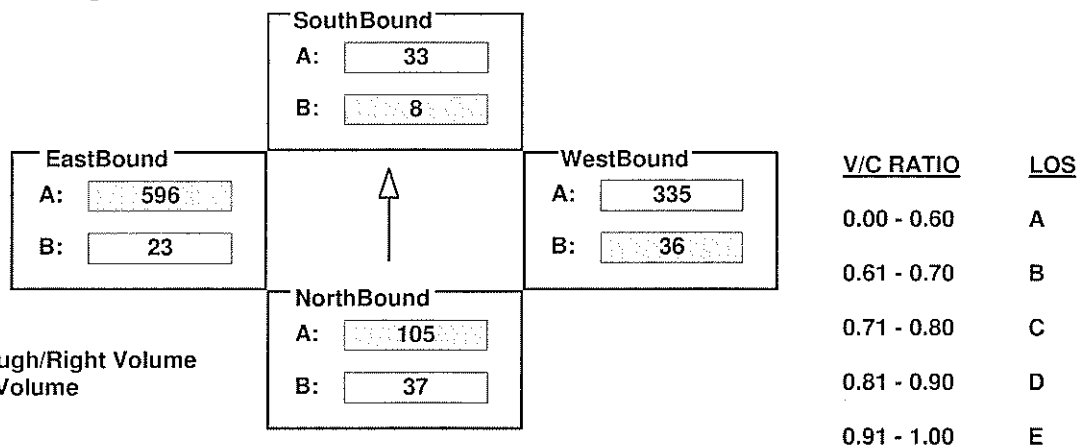
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **AM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	37	7	61	8	5	20	36	668	2	23	1157	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	7	61	8	5	20	36	668	2	23	1157	34
LANE												
			1			1	1	1	1	1	1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{105 + 8 + 36 + 596}{1500} = 0.497 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

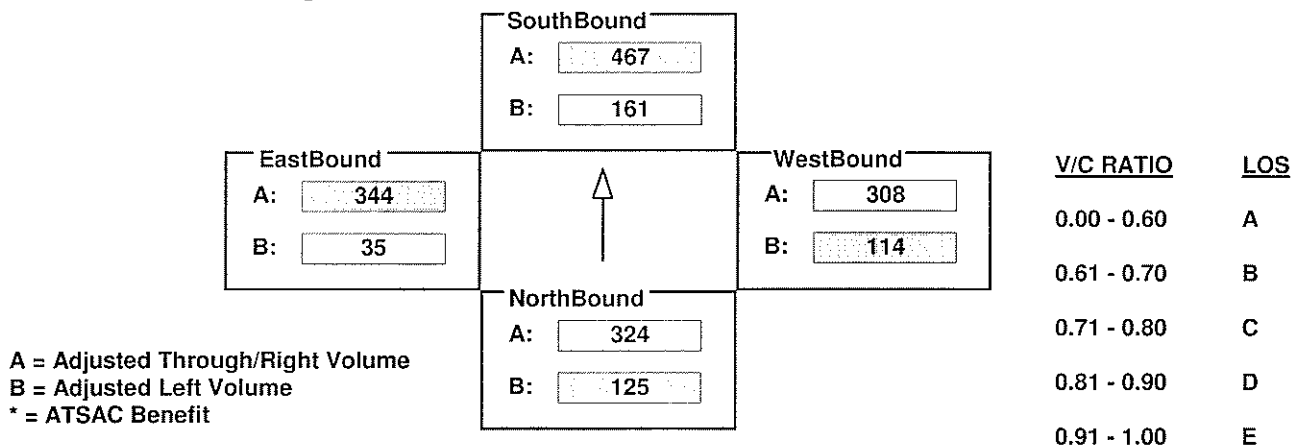
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	125	783	189	161	1300	100	207	616	112	63	918	114
AMBIENT												
RELATED												
PROJECT												
TOTAL	125	783	189	161	1300	100	207	616	112	63	918	114
LANE	1	2	1	1	2	1	2	2	1	2	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{125 + 467 + 114 + 344}{1375} = 0.764 \quad \text{LOS} = C$$

44

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

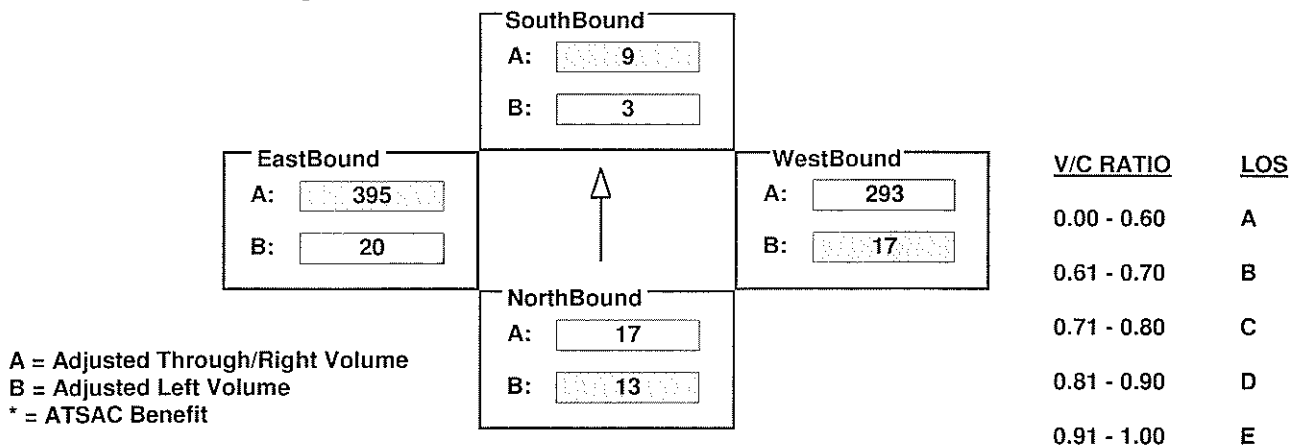
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	13	4	9	3	6	12	17	879	9	20	1149	35
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	4	9	3	6	12	17	879	9	20	1149	35
LANE												
	1		1	1		1	1	3	1	1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{13 + 9 + 17 + 395}{1425} = 0.305 \quad LOS = A$$

45

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

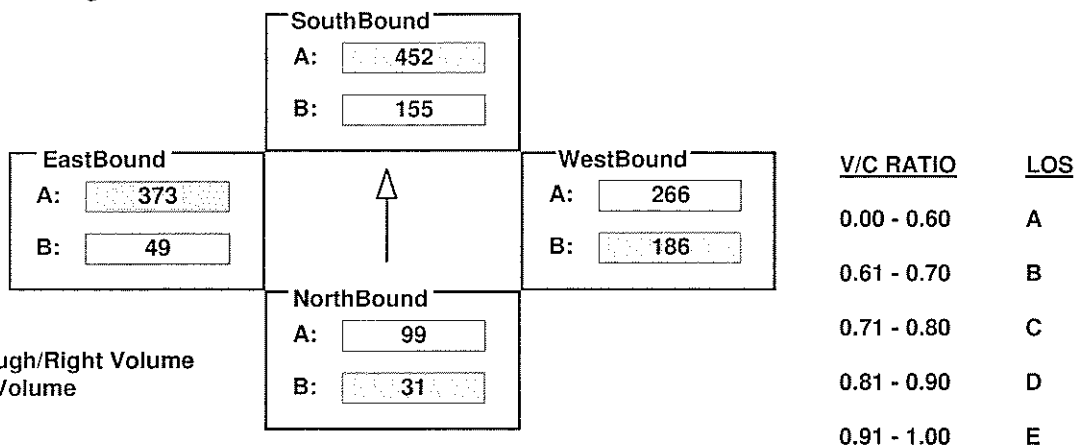
INTERSECTION DATA SUMMARY SHEET

N/S: Owensmouth Av W/E: Victory Bl I/S No: 31
AM/PM: AM Comments: Existing 2007 Weekday Conditions
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	31	197	77	155	904	101	186	797	69	49	1119	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	197	77	155	904	101	186	797	69	49	1119	111
LANE	1	2	1	1	2	1	1	3	1	1	3	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	OLA		Prot-Fix	OLA		Prot-Fix	OLA		Prot-Fix	OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{31 + 452 + 186 + 373}{1375} = 0.758 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

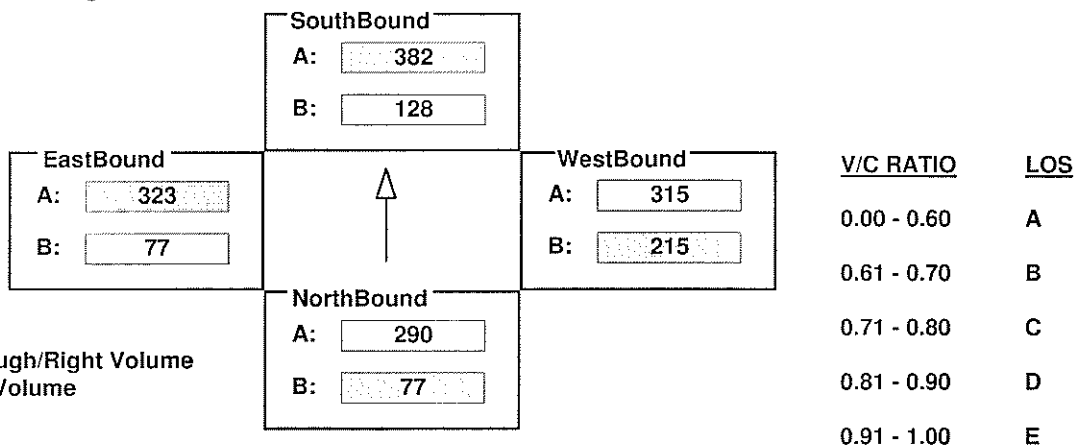
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	77	779	92	128	1070	75	215	944	61	77	836	134
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	779	92	128	1070	75	215	944	61	77	836	134
LANE	1	2	1	1	2	1	1	3	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Prot-Fix	OLA		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{77 + 382 + 215 + 323}{1375} = 0.725 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

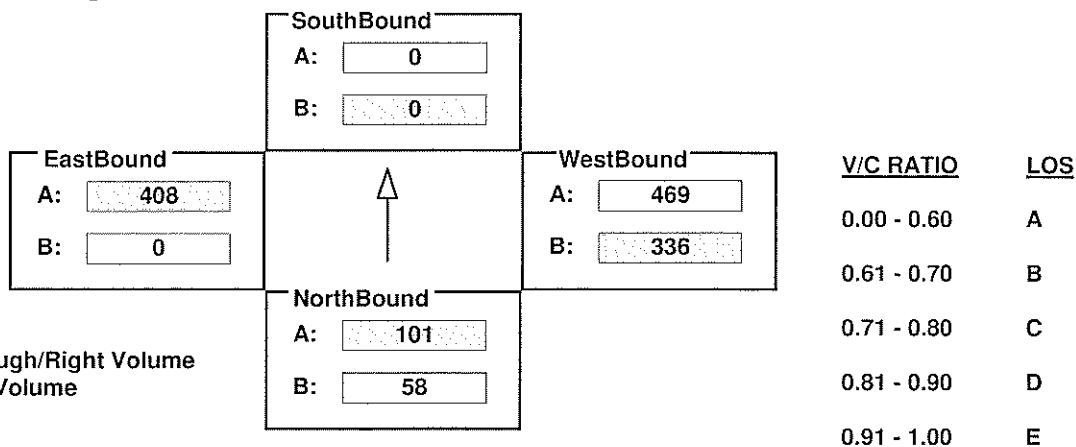
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	0	101	0	0	0	336	1408	0	0	1065	158
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	0	101	0	0	0	336	1408	0	0	1065	158
LANE												
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{101 + 0 + 336 + 408}{1500} = 0.563 \quad LOS = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

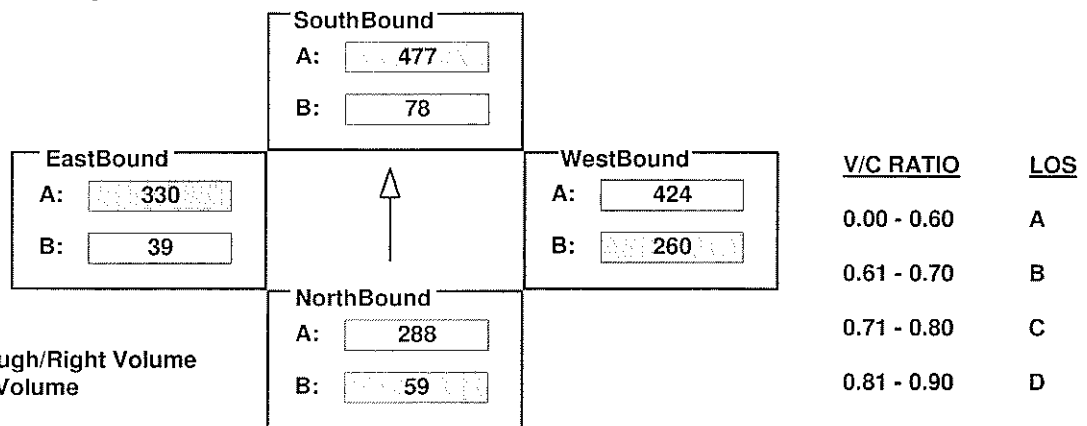
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	728	137	78	1261	170	472	1271	94	70	944	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	728	137	78	1261	170	472	1271	94	70	944	46
LANE	1	2	1	1	2	1	2	3	1	2	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Prot-Fix	OLA		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{59 + 477 + 260 + 330}{1375} = 0.819 \quad \text{LOS} = D$$

47

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	76	78	26	317	329	819	91	1712	141	194	1707	231
LANE												
	1		1		1		1		3			1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Prot-Fix		Auto	Prot-Fix		Auto	Prot-Fix		OLA	Prot-Fix		Auto

Critical Movements Diagram

EastBound A: 569 B: 194		WestBound A: 571 B: 91	SouthBound A: 353 B: 317
--	--	---	---

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)
 West/East Critical Movements = A(W/B) + B(E/B)

V/C = $\frac{76 + 353 + 571 + 194}{1375} = 0.868$ LOS = D

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Topanga Canyon Bl

W/E: Mall Dwy

I/S No: 36

AM/PM: AM

Comments: Existing 2007 Weekday Conditions

COUNT DATE:

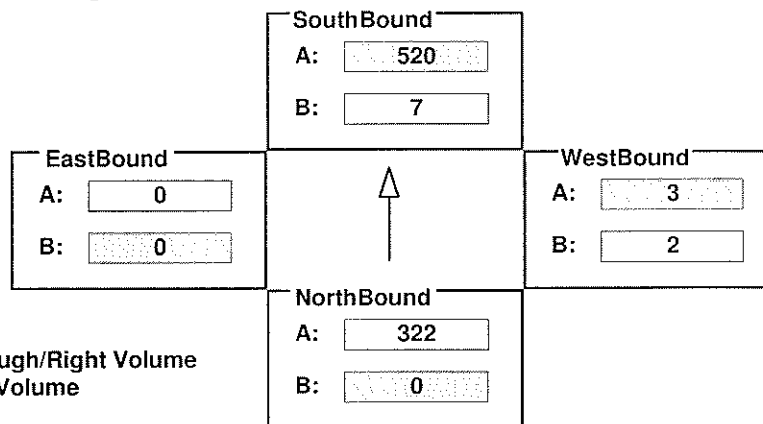
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	958	7	7	1561	0	2	0	3	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	958	7	7	1561	0	2	0	3	0	0	0
LANE	 1	 2	 1	 1	 3	 	 1	 	 1	 	 	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 520 + 3 + 0}{1200} = 0.436$$

LOS = A

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

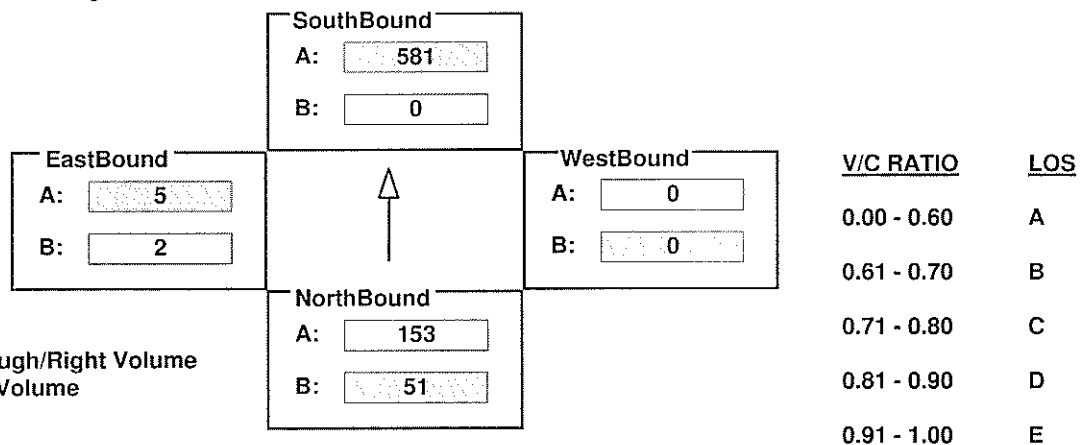
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	51	306	0	0	924	237	0	0	0	2	0	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	306	0	0	924	237	0	0	0	2	0	5
LANE	1	2			1	1				1		1
	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{51 + 581 + 0 + 5}{1500} = 0.425 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	934	317	235	1336	0	35	0	16	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	934	317	235	1336	0	35	0	16	0	0	0
LANE												
	1	2	1	2	2	1	1				1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Prot-Fix		Auto	Split		Auto	Split		Auto

Critical Movements Diagram

EastBound

A:

B:

SouthBound

A:

B:

WestBound

A:

B:

NorthBound

A:

B:

A = Adjusted Through/Right Volume

B = Adjusted Left Volume

* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = $\frac{417 + 129 + 26 + 0}{1375} = 0.416$ LOS = A

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

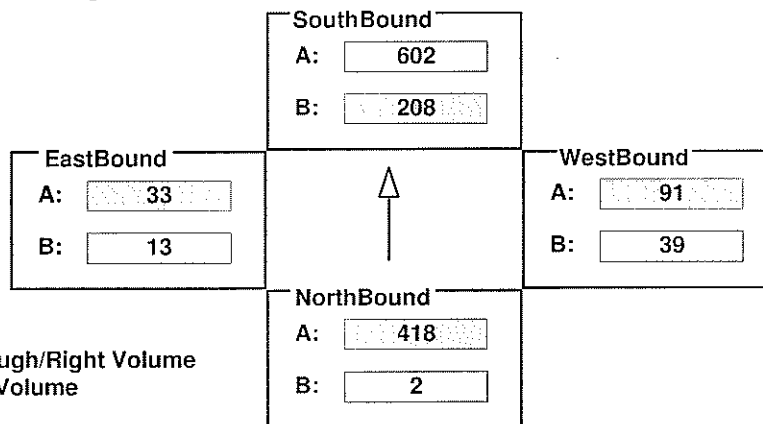
AM/PM: **AM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	2	769	67	208	1197	7	75	3	91	13	3	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	769	67	208	1197	7	75	3	91	13	3	17
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{418 + 208 + 91 + 33}{1425} = 0.526 \quad \text{LOS} = A$$

85

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Randi Av/Nevada Av

W/E: Erwin St

I/S No: 40

AM/PM: AM

Comments: Existing 2007 Weekday Conditions

COUNT DATE:

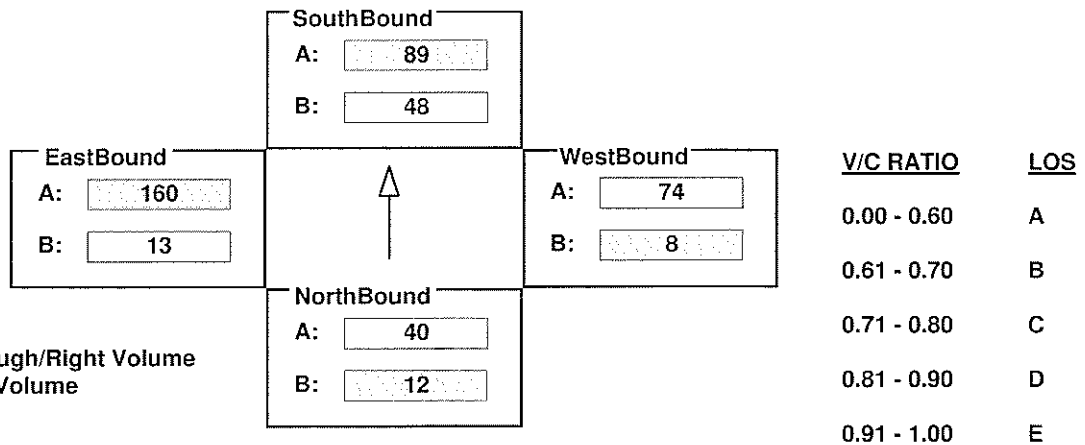
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	12	14	40	48	41	26	8	129	19	13	303	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	14	40	48	41	26	8	129	19	13	303	17
LANE												
	1		1	1		1	1	1	1	1		
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{12 + 89 + 8 + 160}{1500} = 0.179 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

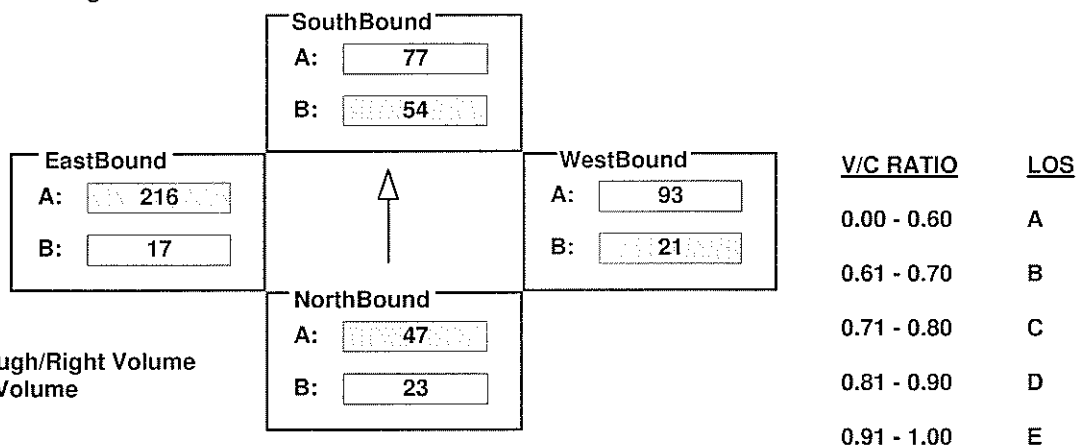
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	23	17	47	54	23	12	21	115	28	17	388	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	23	17	47	54	23	12	21	115	28	17	388	26
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{47 + 54 + 21 + 216}{1200} = 0.282 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

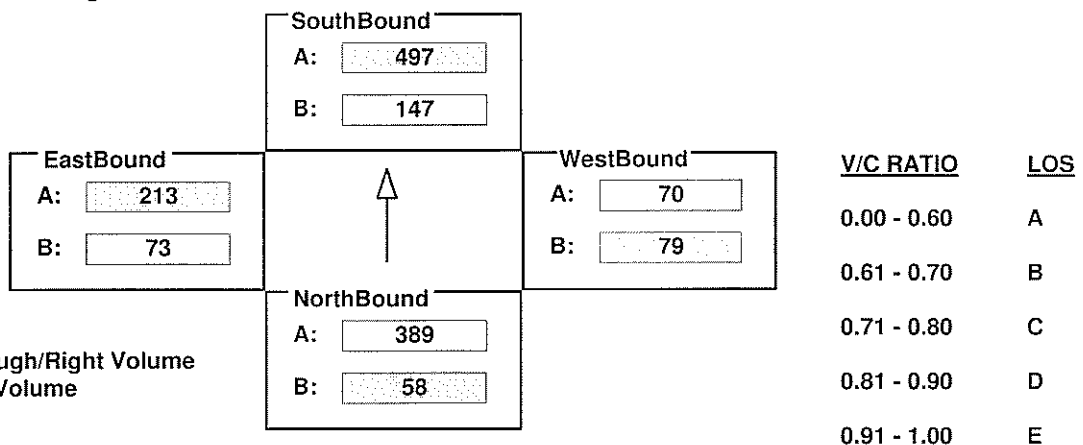
INTERSECTION DATA SUMMARY SHEET

N/S: Topanga Canyon Bl W/E: Erwin St I/S No: 42
 AM/PM: **AM** Comments: Existing 2007 Weekday Conditions
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	976	191	147	1451	40	79	108	31	73	319	106
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	976	191	147	1451	40	79	108	31	73	319	106
LANE	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{58 + 497 + 79 + 213}{1500} = 0.565 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

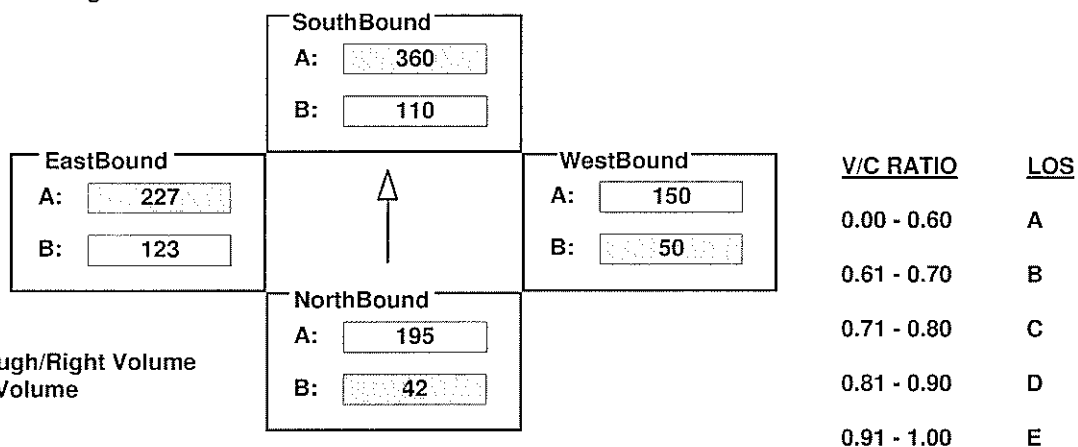
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	298	91	110	637	83	50	193	106	123	364	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	298	91	110	637	83	50	193	106	123	364	90
LANE												
	1	1	1	1	1	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{42 + 360 + 50 + 227}{1500} = 0.453 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

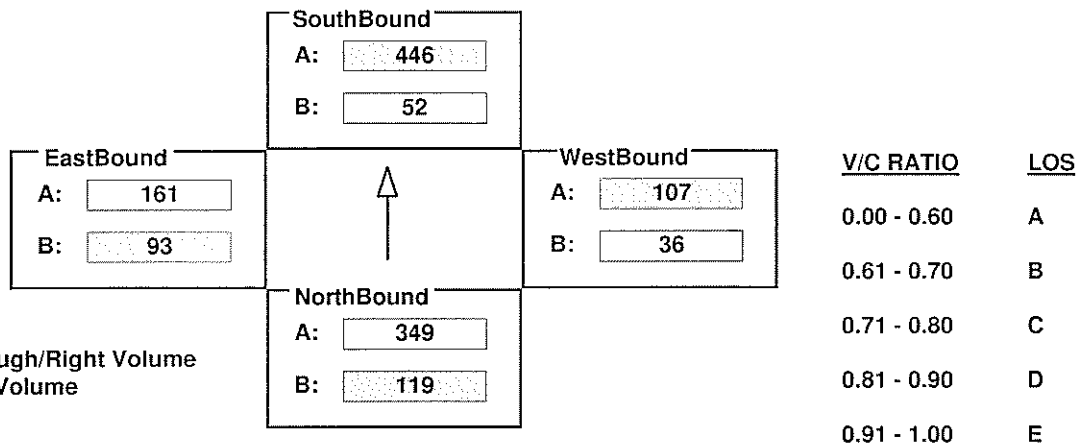
INTERSECTION DATA SUMMARY SHEET

N/S: Canoga Av W/E: Erwin St I/S No: 44
 AM/PM: **AM** Comments: Existing 2007 Weekday Conditions
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	119	984	64	52	1200	138	36	129	84	93	199	122
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	984	64	52	1200	138	36	129	84	93	199	122
LANE	1	2	1	1	2	1	1	1	1	1	1	1
	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪	↩ ↪
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Prot-Fix		Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{119 + 446 + 107 + 93}{1425} = 0.537 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

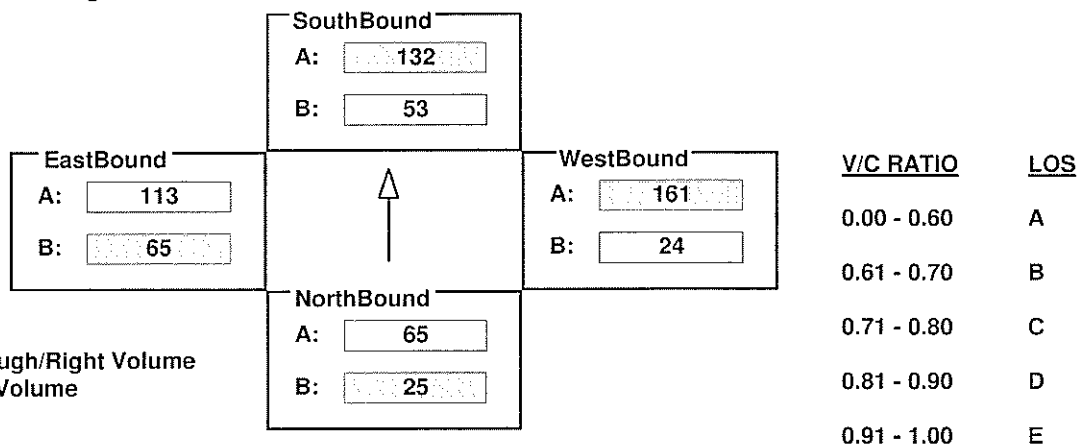
AM/PM: **AM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	129	58	53	263	106	24	257	65	65	186	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	129	58	53	263	106	24	257	65	65	186	40
LANE	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{25 + 132 + 161 + 65}{1500} = 0.255 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

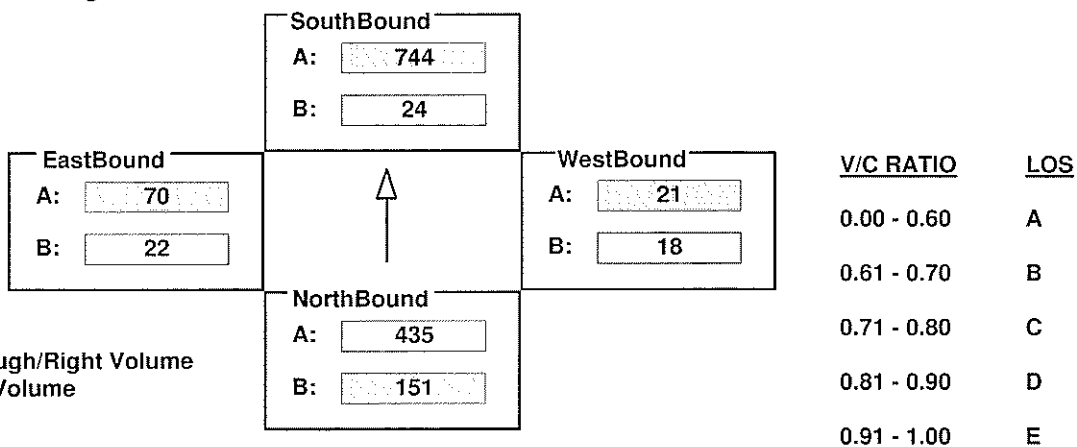
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	151	1299	5	24	2077	156	18	10	21	22	2	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	1299	5	24	2077	156	18	10	21	22	2	137
LANE												
	1	2	1	1	2	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Split		Auto	Split		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{151 + 744 + 21 + 70}{1425} = 0.692 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

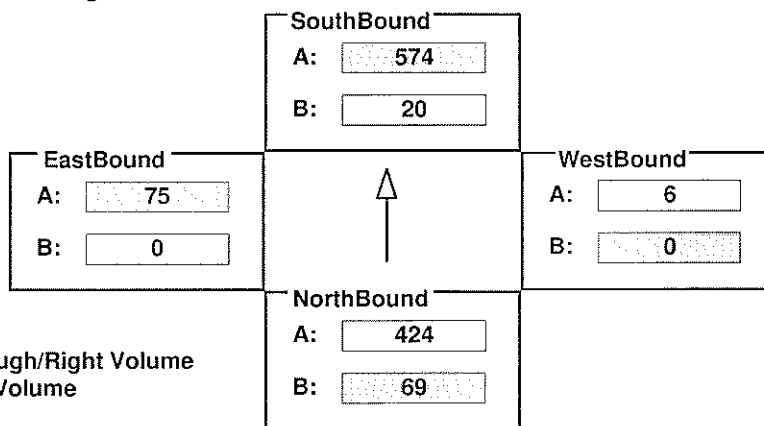
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	69	1259	14	20	1679	43	0	0	11	0	0	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	1259	14	20	1679	43	0	0	11	0	0	75
LANE	1	2	1	1	2	1			2			1
	↙ ↘	↑	↘ ↙	↙ ↘	↑	↘ ↙	↙ ↘	↑	↘ ↙	↙ ↘	↑	↘ ↙
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{69 + 574 + 0 + 75}{1200} = 0.598 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

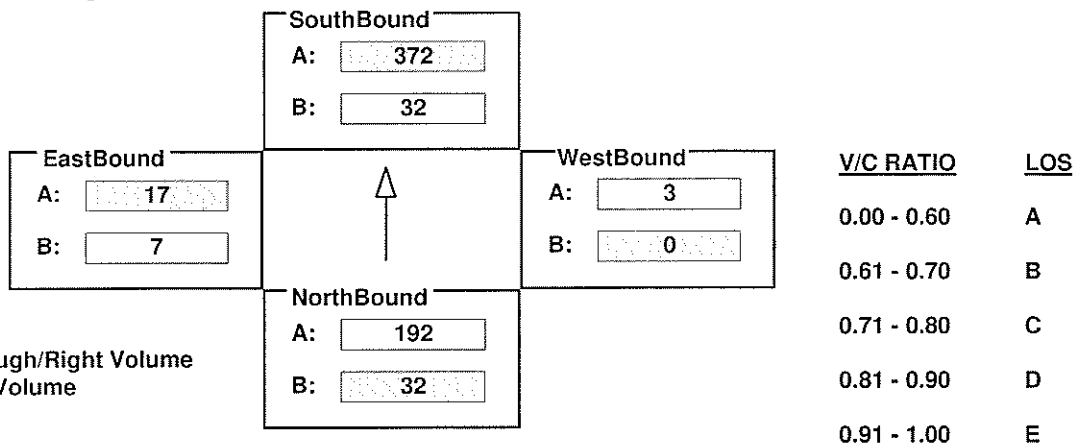
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	32	339	45	32	744	36	0	0	3	7	1	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	339	45	32	744	36	0	0	3	7	1	17
LANE	1	1	1	1	2	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{32 + 372 + 0 + 17}{1500} = 0.281 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

50

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

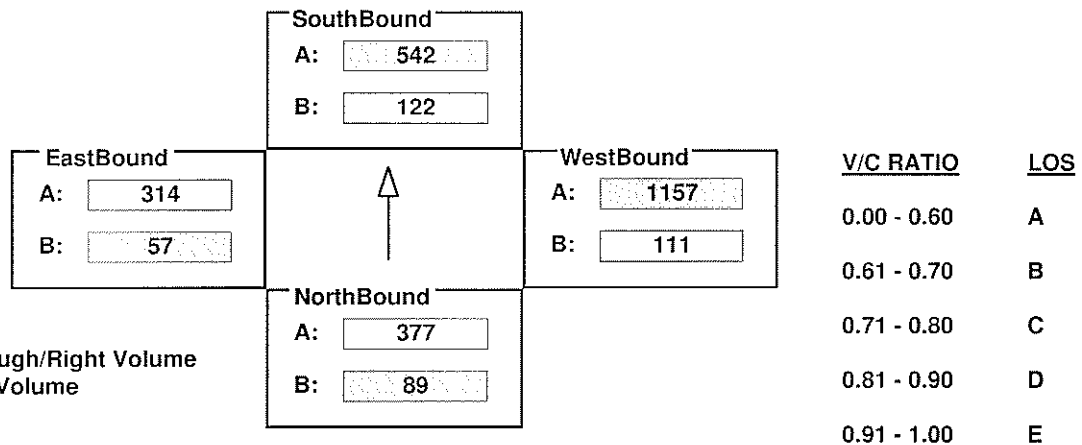
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	89	704	50	122	918	165	111	1157	172	57	627	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	89	704	50	122	918	165	111	1157	172	57	627	67
LANE												
	1	1	1	1	1	1	1	1	1	2	1	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{89 + 542 + 1157 + 57}{1500} = 1.230 \quad \text{LOS} = F$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

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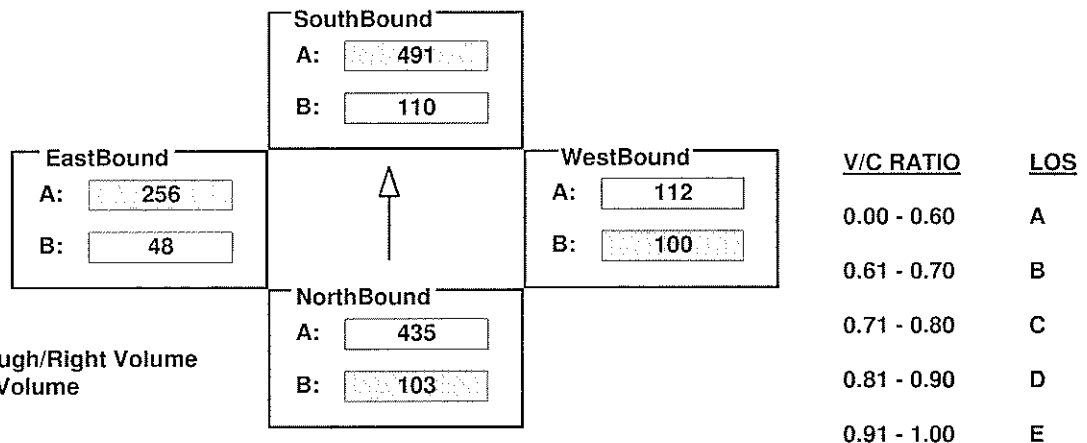
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	103	1137	169	110	1427	46	100	223	54	48	512	211
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	1137	169	110	1427	46	100	223	54	48	512	211
LANE												
	1	2	1	1	2	1	1	2	1	1	2	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Fix		Auto	Prot-Fix		Auto	Prot-Fix		OLA	Perm		OLA

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{103 + 491 + 100 + 256}{1375} = 0.691 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

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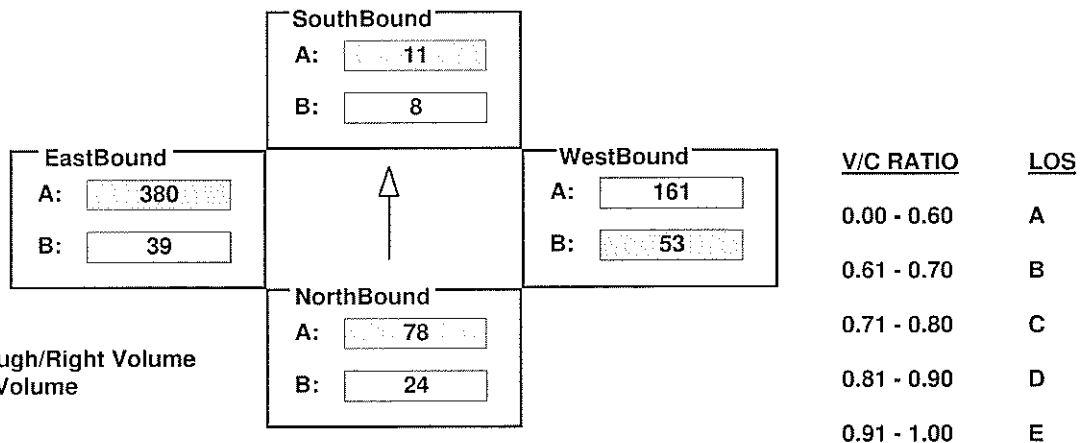
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	1	54	8	3	11	53	322	25	39	760	102
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	1	54	8	3	11	53	322	25	39	760	102
LANE	      			      			      			      		
			1	1		1	1	2	1	1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Split		Auto	Split		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{78 + 11 + 53 + 380}{1425} = 0.366 \quad LOS = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

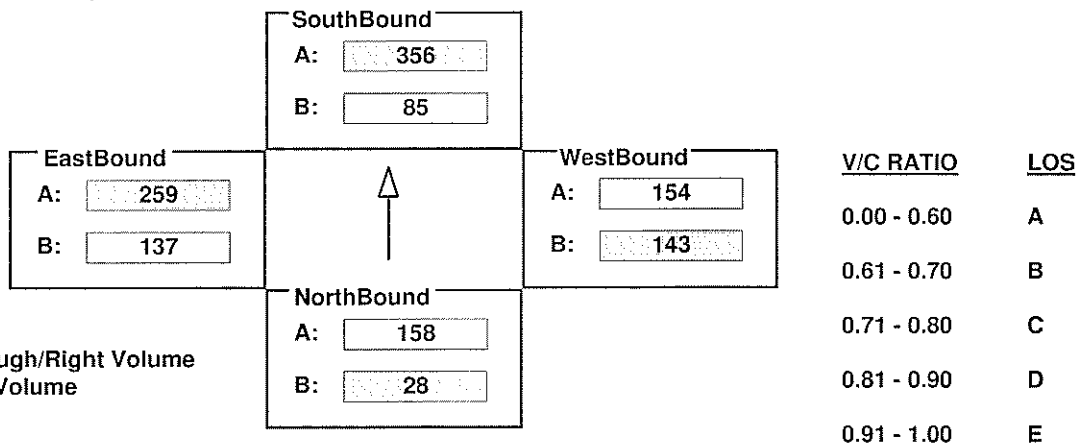
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	280	35	85	621	91	143	308	59	137	518	178
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	280	35	85	621	91	143	308	59	137	518	178
LANE												
	1	1	1	1	1	1	1	2	0	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{28 + 356 + 143 + 259}{1500} = 0.524 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	109	1086	66	101	1091	118	108	368	70	81	382	118
LANE												
	1		2		1				1		1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

SouthBound
A:
B:

EastBound
A:
B:

WestBound
A:
B:

NorthBound
A:
B:

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = $\frac{109 + 403 + 219 + 81}{1500} = 0.541$ LOS = A

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

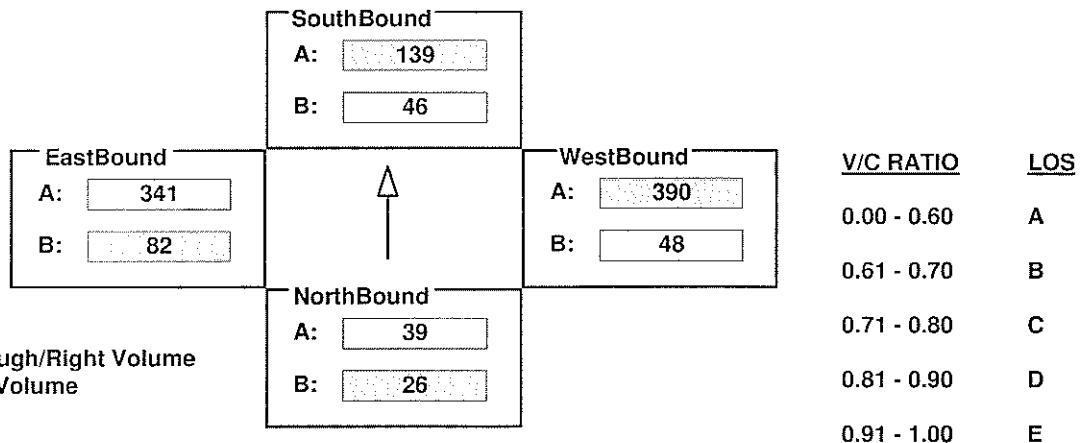
AM/PM: **AM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	41	10	46	128	103	48	576	108	82	313	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	41	10	46	128	103	48	576	108	82	313	41
LANE												
	1	1		1	1		1	1		1	1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{26 + 139 + 390 + 82}{1200} = 0.531 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

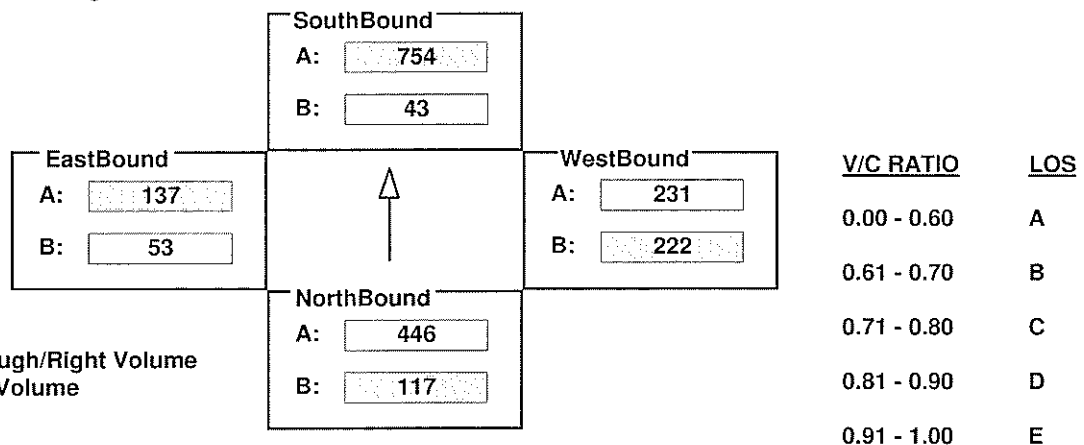
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	117	1311	28	43	2042	219	222	410	52	53	137	75
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	1311	28	43	2042	219	222	410	52	53	137	75
LANE	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{117 + 754 + 222 + 137}{1500} = 0.820 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S:

W/E:

I/S No:

AM/PM:

Comments:

COUNT DATE:

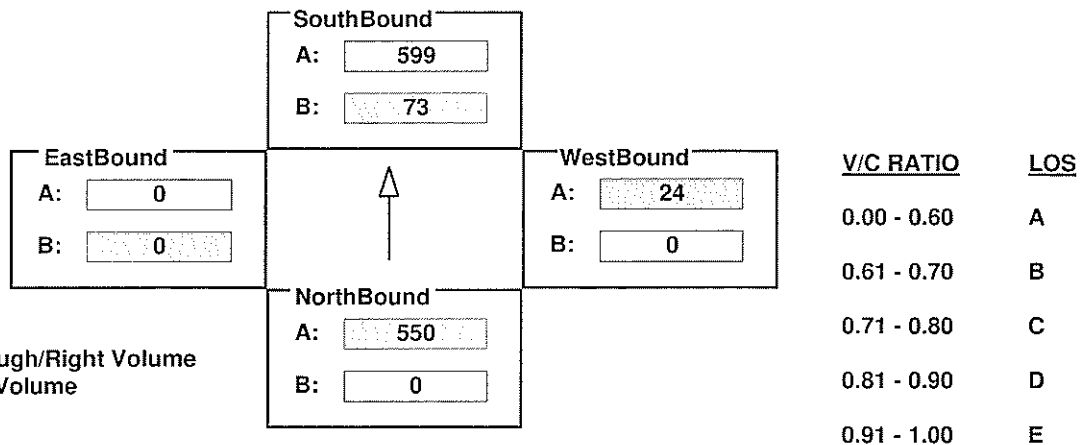
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1462	188	73	1796	0	0	0	24	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1462	188	73	1796	0	0	0	24	0	0	0
LANE												
		2	1	1	3				1			
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{550 + 73 + 24 + 0}{1200} = 0.539$$

LOS = A

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

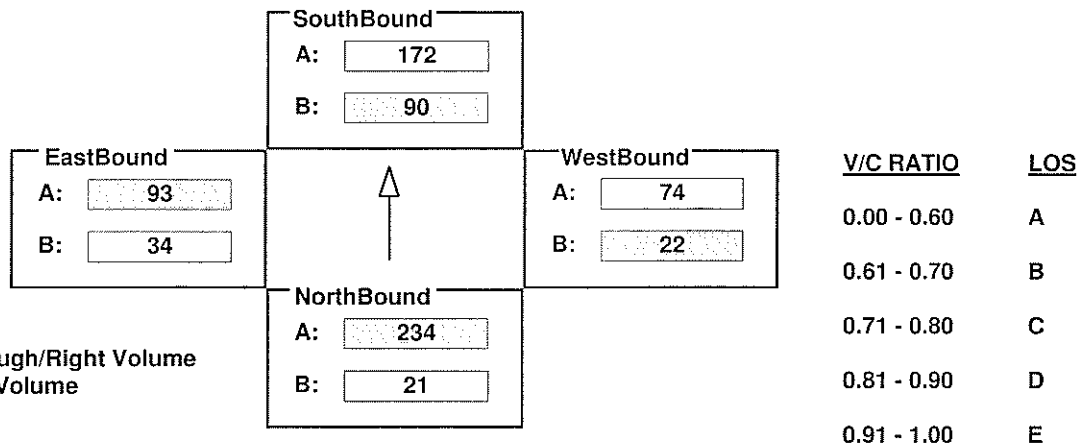
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	21	371	96	90	322	22	22	47	74	34	158	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	371	96	90	322	22	22	47	74	34	158	28
LANE												
	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{234 + 90 + 22 + 93}{1500} = 0.293 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

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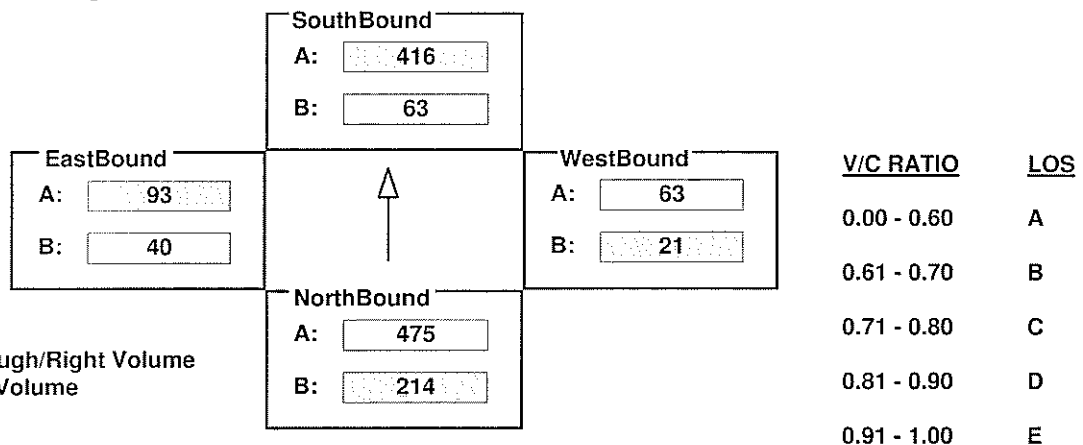
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	214	1314	110	63	1152	96	21	101	25	40	93	86
AMBIENT												
RELATED												
PROJECT												
TOTAL	214	1314	110	63	1152	96	21	101	25	40	93	86
LANE	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{214 + 416 + 21 + 93}{1500} = 0.496 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	1	2	23	10	101	5	175	94	36	37	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	1	2	23	10	101	5	175	94	36	37	7
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

	EastBound	SouthBound	WestBound		V/C RATIO	LOS
A	80	134	274		0.00 - 0.60	A
B	36	23	5		0.61 - 0.70	B
					0.71 - 0.80	C
					0.81 - 0.90	D
					0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = $\frac{5 + 134 + 274 + 36}{1200} = 0.374$ LOS = A

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

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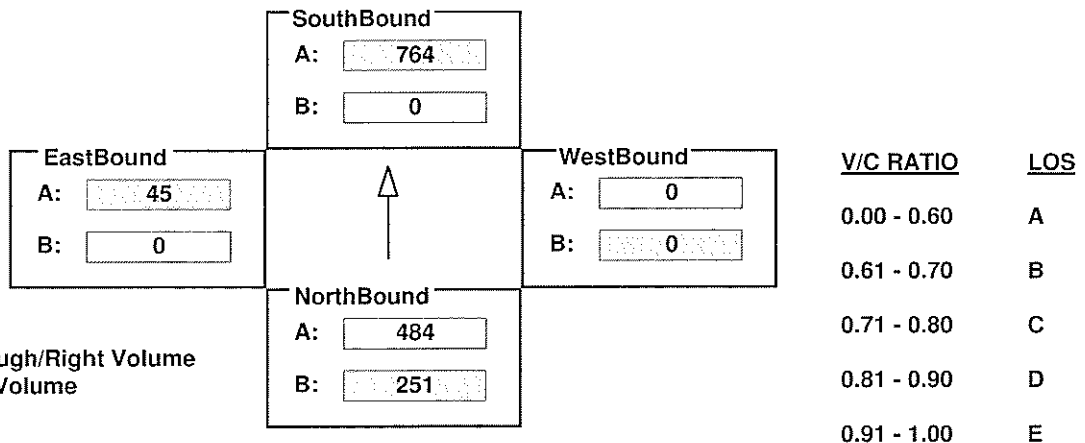
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	251	1452	0	0	2149	143	0	0	0	0	0	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	251	1452	0	0	2149	143	0	0	0	0	0	45
LANE	1	3			2	1						1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{251 + 764 + 0 + 45}{1200} = 0.883 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

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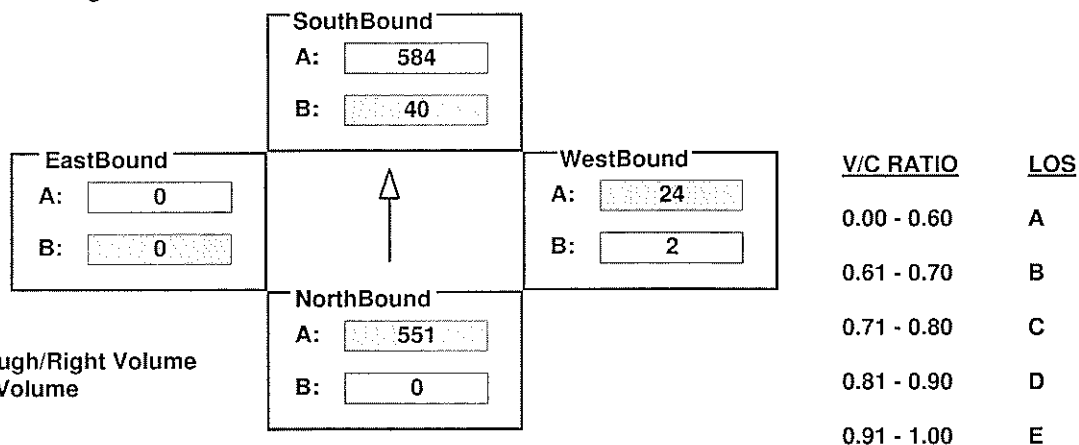
AM/PM: **AM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1630	23	40	1751	0	2	0	22	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1630	23	40	1751	0	2	0	22	0	0	0
LANE	      	      	      	      	      	      	      	      	      	      	      	      
Phasing	RTOR			Phasing			Phasing			Phasing		
SIGNAL	Perm			Auto			Perm			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{551 + 40 + 24 + 0}{1200} = 0.513 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

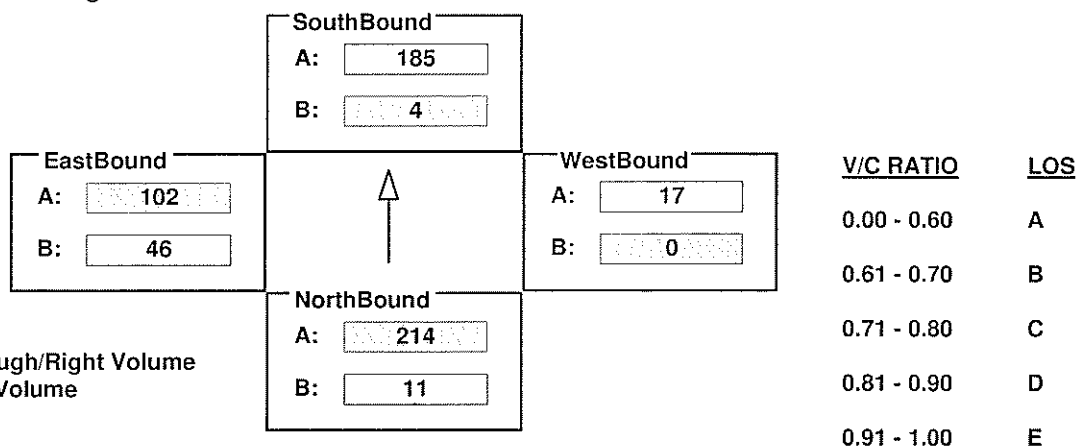
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	421	7	4	349	21	5	1	16	46	1	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	421	7	4	349	21	5	1	16	46	1	55
LANE	1	1	1	1	1	1			1		1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{214 + 4 + 0 + 102}{1200} = 0.267 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

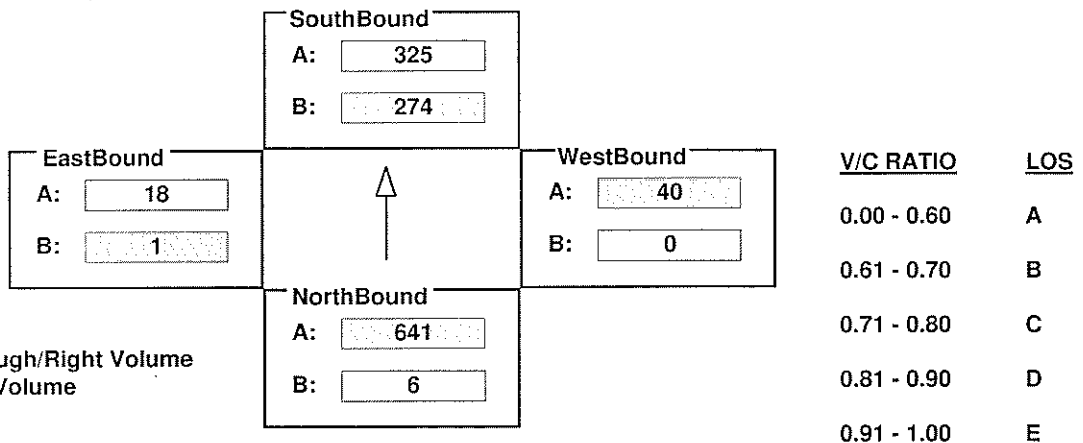
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	1767	157	274	973	1	0	0	40	1	0	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	1767	157	274	973	1	0	0	40	1	0	17
LANE	1	2	1	1	2	1	1		1		1	
	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳	↰ ↱ ↲ ↳
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{641 + 274 + 40 + 1}{1200} = 0.797 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

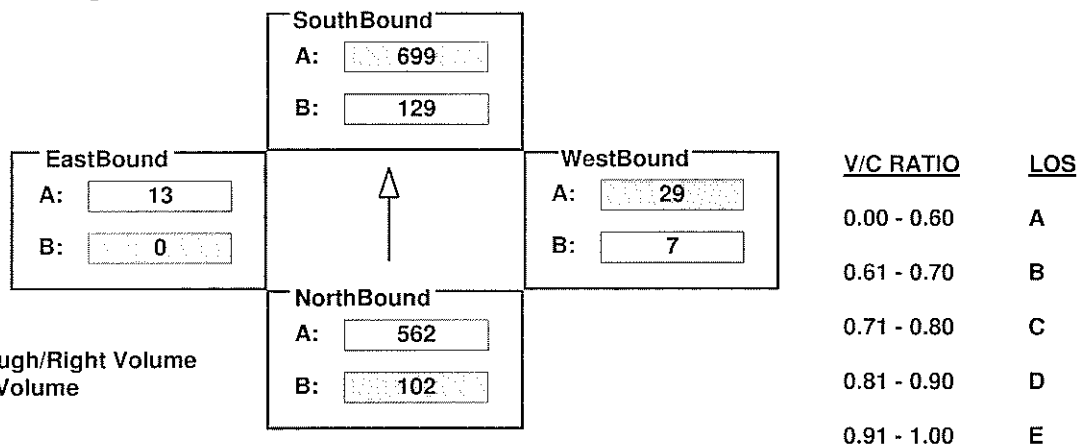
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	102	1686	17	129	2067	31	7	1	21	0	0	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	1686	17	129	2067	31	7	1	21	0	0	13
LANE	1	3	1	1	2	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = A(W/B) + B(E/B)$$

$$V/C = \frac{102 + 699 + 29 + 0}{1200} = 0.692 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

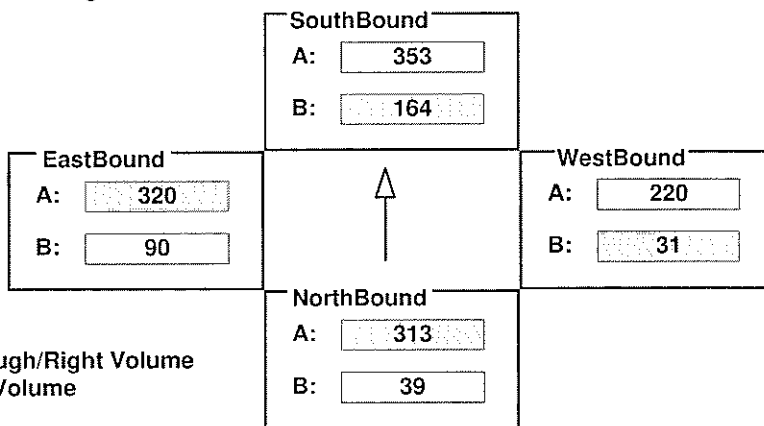
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	582	44	164	626	80	31	168	52	90	320	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	582	44	164	626	80	31	168	52	90	320	48
LANE												
	1	1	1	1	1	1	1	1	1	1	1	1
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Perm			Auto			Perm			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{313 + 164 + 31 + 320}{1500} = 0.552 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

19

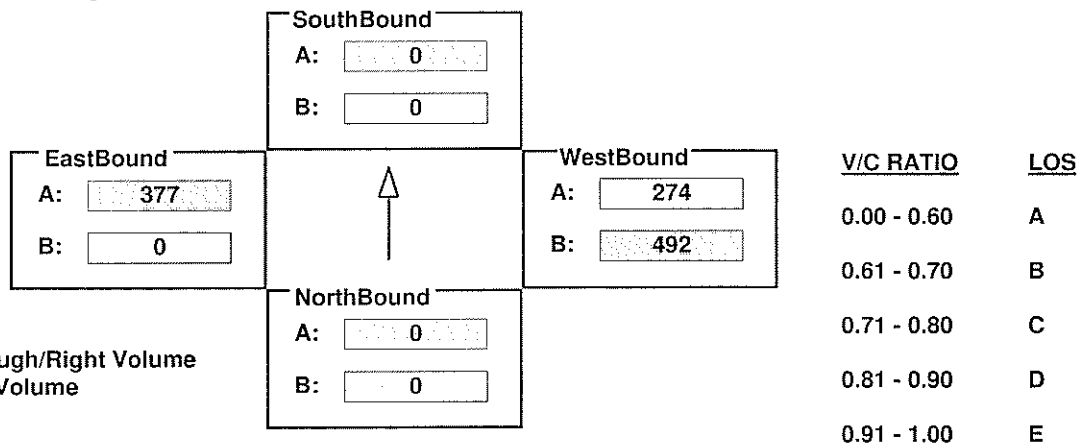
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	894	274	0	0	623	131
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	894	274	0	0	623	131
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
				Perm		Auto	Prot-Fix		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 0 + 492 + 377}{1425} = 0.610 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_AM

August 14, 2008 ,Thursday 12:01:25 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	229	1350	570	78	1169	504	140	381	30	64	364	240
LANE	 			 			 			 		
	1	3	1	1	3	1	1	1	1	1	1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Prot-Fix		Auto	Prot-Fix		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

SouthBound
A:
B:

EastBound
A:
B:

WestBound
A:
B:

NorthBound
A:
B:

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = $\frac{229 + 504 + 140 + 302}{1425} = 0.825$ LOS = D

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

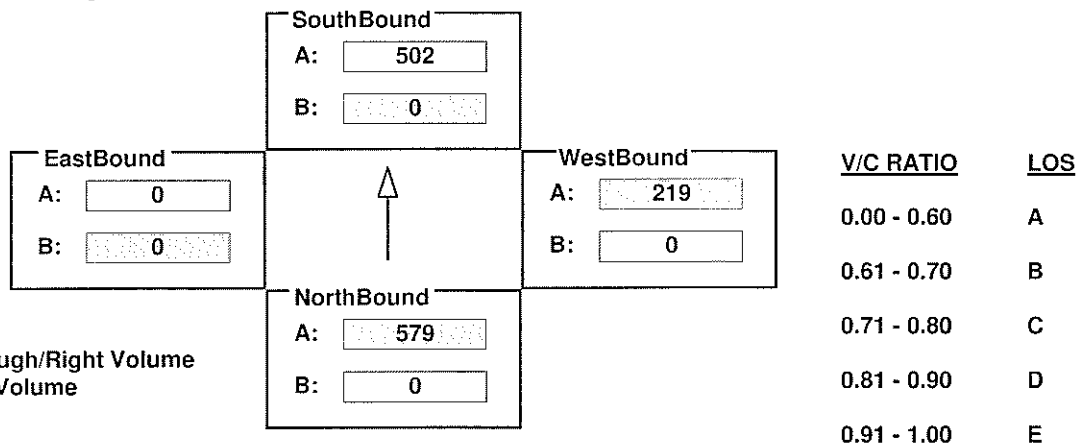
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1736	0	0	1506	0	0	0	399	0	0	515
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1736	0	0	1506	0	0	0	399	0	0	515
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{579 + 0 + 219 + 0}{1200} = 0.665 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_AM

August 14, 2008 ,Thursday 12:01:25 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Owensmouth AvW/E: Burbank BII/S No: 69AM/PM: AMComments: Existing 2007 Weekday ConditionsCOUNT DATE:STUDY DATE:GROWTH FACTOR:

Volume/Lane/Signal Configurations														
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
	80	52	34	156	104	204	61	386	134	217	676	77		
LANE	 1	 	 	 	 1	 	 1	 1	 	 1	 2	 	 1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR		
	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto			

SouthBound

A: 204

B: 156

EastBound

A: 338

B: 217

WestBound

A: 260

B: 61

NorthBound

A: 86

B: 80

V/C RATIO

LOS

0.00 - 0.60A

0.61 - 0.70B

0.71 - 0.80C

0.81 - 0.90D

0.91 - 1.00E

A = Adjusted Through/Right Volume

B = Adjusted Left Volume

* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = 80 + 204 + 260 + 217 / 1500 = 0.507

LOS = A

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	197	1618	101	169	929	152	30	288	75	218	519	100
LANE												
	1	2	1	1	2	1	1	2	1	1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Prot-Fix		Auto	Prot-Fix		Auto	Perm		OLA	Perm		Auto

Critical Movements Diagram

SouthBound
A:
B:

EastBound
A:
B:

WestBound
A:
B:

NorthBound
A:
B:

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C =

573 + 169 + 144 + 218

1425

= 0.775

LOS = C

INTERSECTION DATA SUMMARY SHEET

N/S:	Warner Ranch Rd	W/E:	Burbank Bl	I/S No:	71
AM/PM:	AM	Comments:	Existing 2007 Weekday Conditions		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

Volume/Lane/Signal Configurations												
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	15	0	12	0	279	197	118	598	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	15	0	12	0	279	197	118	598	0
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

Direction	A	B
SouthBound	12	15
NorthBound	0	0
EastBound	199	118
WestBound	238	0

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

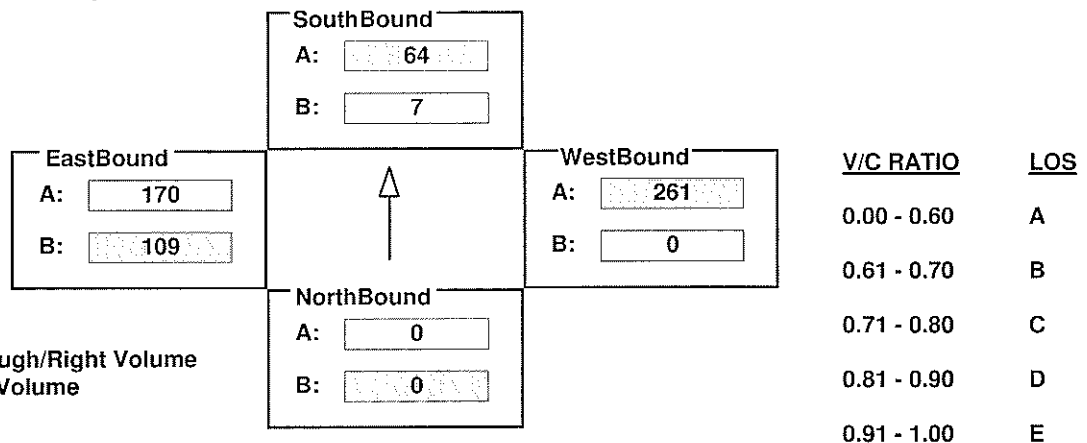
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	7	0	57	0	493	29	109	511	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	7	0	57	0	493	29	109	511	0
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 64 + 261 + 109}{1200} = 0.362 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

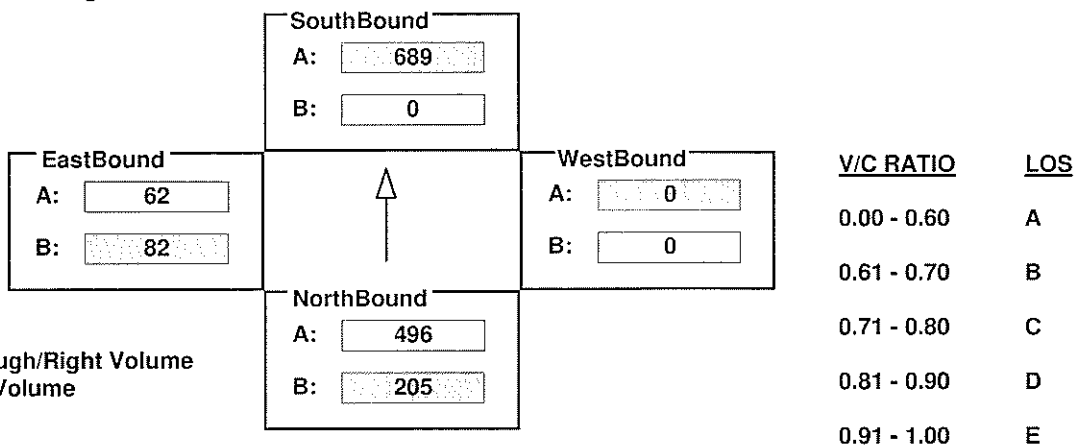
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	205	1488	0	0	1433	634	0	0	0	149	0	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	205	1488	0	0	1433	634	0	0	0	149	0	112
LANE	1	3			2	1				2		2
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{205 + 689 + 0 + 82}{1500} = 0.651 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

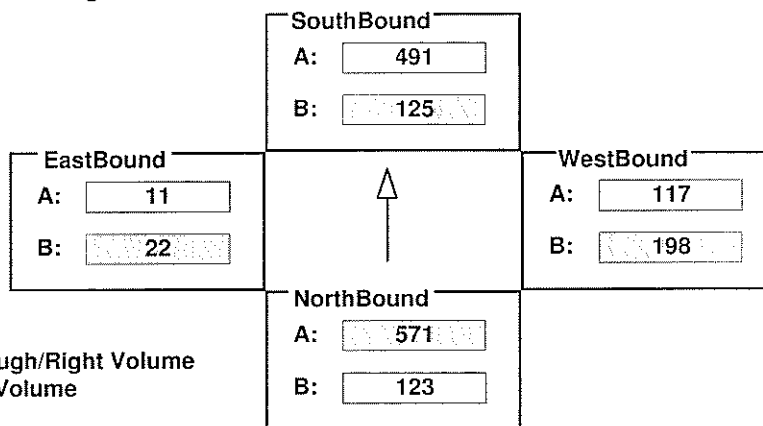
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	123	1636	76	125	1362	110	198	12	105	40	11	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1636	76	125	1362	110	198	12	105	40	11	37
LANE	1	2	1	1	2	1	1		1	2	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + B(E/B)

$$V/C = \frac{571 + 125 + 198 + 22}{1375} = 0.666 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

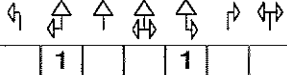
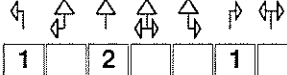
AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S:	Shoup Av	W/E:	Ventura Bl	I/S No:	75
AM/PM:	AM	Comments: Existing 2007 Weekday Conditions			
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	65	346	122	609	168	259	47	827	294	62	970	58
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	346	122	609	168	259	47	827	294	62	970	58
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Split		Auto	Split		Auto	Prot-Fix		Auto	Perm		Auto

Critical Movements Diagram				V/C RATIO	LOS	
EastBound A: 485 B: 62		SouthBound A: 389 B: 389	WestBound A: 276 B: 47		0.00 - 0.60 0.61 - 0.70 0.71 - 0.80 0.81 - 0.90 0.91 - 1.00	A B C D E
						
NorthBound A: 299 B: 65						
A = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC Benefit						
Results North/South Critical Movements = A(N/B) + A(S/B) West/East Critical Movements = B(W/B) + A(E/B) V/C = $\frac{299 + 389 + 47 + 485}{1375} = 0.887$ LOS = D						

APPENDIX G.5 - COUNT DATA

AEX_AM

August 14, 2008 ,Thursday 12:01:25 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	0	0	1485	0	0	0	19	1032	45	876	855	4
LANE												
			1					2	1		1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
			Free				Perm		Free	Prot-Fix		Auto

SouthBound

A:

B:

EastBound

A:

B:

WestBound

A:

B:

NorthBound

A:

B:

A = Adjusted Through/Right Volume

B = Adjusted Left Volume

* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = A(W/B) + B(E/B)

V/C =

+ + 359 + 577

 / 1500 = 0.624

LOS = B

APPENDIX G.5 - COUNT DATA

AEX_AM

August 14, 2008 ,Thursday 12:01:25 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S:

Topanga Canyon Bl

W/E:

Clarendon St

I/S No:

77

AM/PM:

AM

Comments:

Existing 2007 Weekday Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	34	1877	26	144	1177	121	5	8	107	508	25	29
LANE	      			      			      			      		
	1		2		1				1			
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Prot-Fix		Auto	Split		OLA	Split		Auto

SouthBound

A:

433

B:

144

EastBound

A:

281

B:

281

WestBound

A:

13

B:

5

NorthBound

A:

634

B:

34

A = Adjusted Through/Right Volume

B = Adjusted Left Volume

* = ATSAC Benefit

V/C RATIO

LOS

0.00 - 0.60

A

0.61 - 0.70

B

0.71 - 0.80

C

0.81 - 0.90

D

0.91 - 1.00

E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C =

634 + 144 + 13 + 281

 = 0.780

LOS = C

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

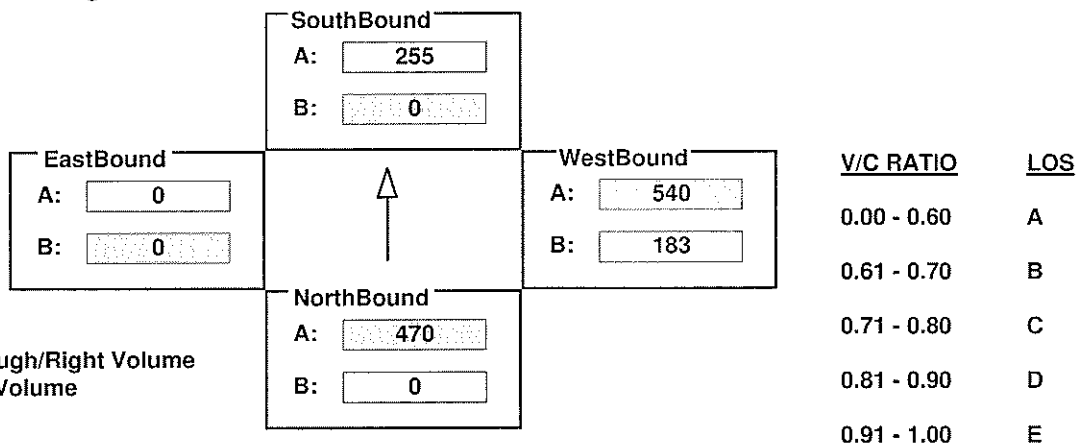
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	940	0	0	1018	0	183	0	981	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	940	0	0	1018	0	183	0	981	0	0	0
LANE												
		2			4		1			2		
SIGNAL	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{470 + 0 + 540 + 0}{1500} = 0.673 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

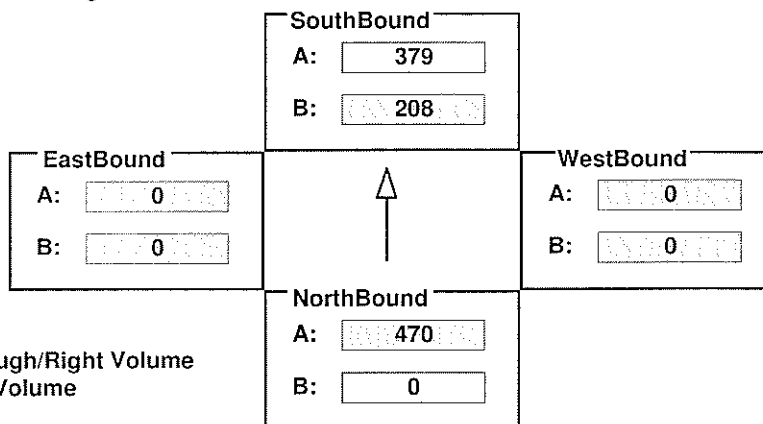
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	940	223	378	758	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	940	223	378	758	0	0	0	0	0	0	0
LANE												
	2		1	2	2							
Phasing	RTOR		RTOR		RTOR		RTOR		RTOR		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto					

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = +

$$V/C = \frac{470 + 208 + }{1500} = 0.452$$

LOS = A

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

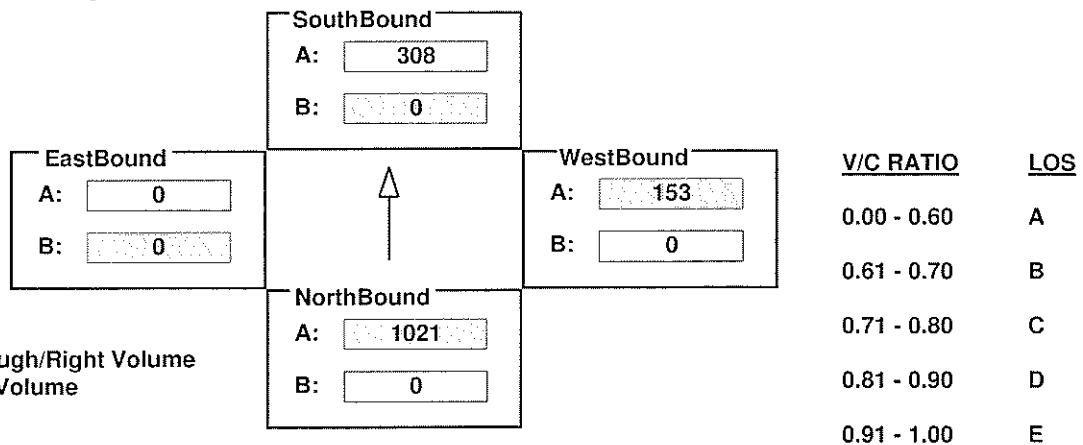
AM/PM: **AM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1911	131	7	1538	0	0	0	153	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1911	131	7	1538	0	0	0	153	0	0	0
LANE	     			     			     			     		
		1	1		5				1			
Phasing			RTOR			RTOR			RTOR			RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{1021 + 0 + 153 + 0}{1200} = 0.978 \quad LOS = E$$

APPENDIX G.5 - COUNT DATA

AEX_AM

August 14, 2008 ,Thursday 12:01:25 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: De Soto AvW/E: Ventura BlI/S No: 85

AM/PM: AMComments: Existing 2007 Weekday Conditions

COUNT DATE:STUDY DATE:GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	89	257	132	651	174	374	54	1162	399	224	1207	55
LANE												
	1		1		1		1		3		1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Split		Auto	Split		OLA	Perm		OLA	Prot-Fix		Auto

EastBound

A: 421

B: 224

SouthBound

A: 174

B: 358

WestBound

A: 387

B: 54

NorthBound

A: 195

B: 89

V/C RATIO

LOS

0.00 - 0.60A

0.61 - 0.70B

0.71 - 0.80C

0.81 - 0.90D

0.91 - 1.00E

A = Adjusted Through/Right Volume

B = Adjusted Left Volume

* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = 195 + 358 + 387 + 224 / 1375 = 0.847

LOS = D

APPENDIX G.5 - COUNT DATA

AEX_AM

CalcaDB

August 14, 2008 ,Thursday 12:01:25 PM

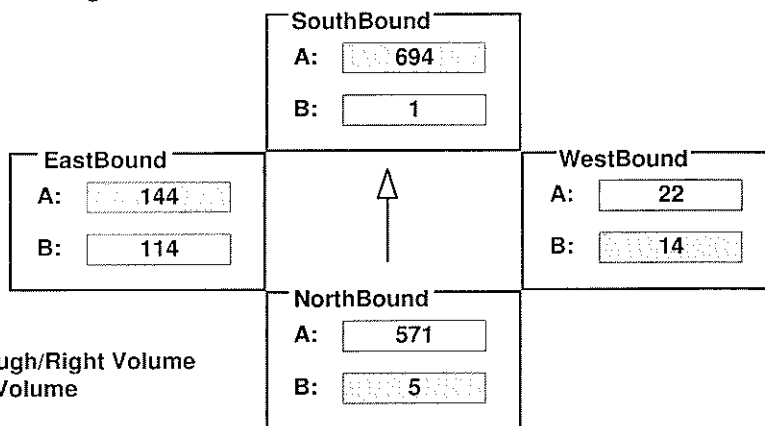
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	1108	4	1	1368	14	14	5	3	114	17	13
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	1108	4	1	1368	14	14	5	3	114	17	13
LANE												
	1		1	1		1		1			1	
Phasing			RTOR			RTOR			RTOR			RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{5 + 694 + 14 + 144}{1500} = 0.571 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

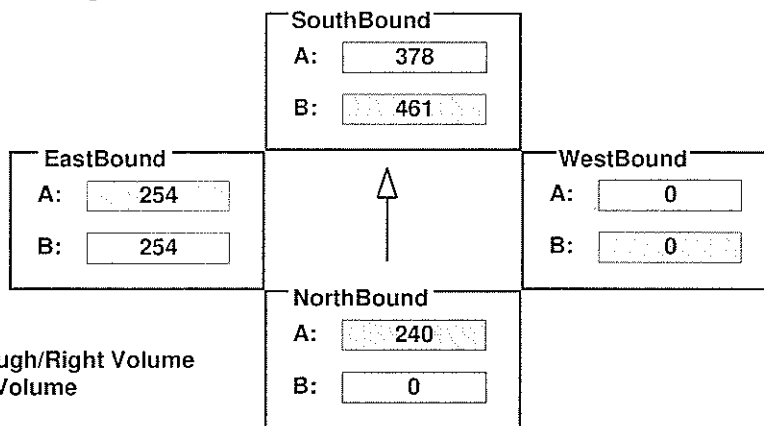
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	719	234	838	755	0	0	0	0	505	2	214
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	719	234	838	755	0	0	0	0	505	2	214
LANE												
		3	1	2	2					1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{240 + 461 + 0 + 254}{1425} = 0.670 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	226	977	0	0	1372	576	261	0	469	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	226	977	0	0	1372	576	261	0	469	0	0	0
LANE	1	2			4	1	1	1	1			
	Phasing RTOR Prot-Fix Auto			Phasing RTOR Perm <none>			Phasing RTOR Perm Auto			Phasing RTOR Perm Auto		
SIGNAL	Prot-Fix			Auto			Perm			Auto		

Critical Movements Diagram

EastBound

A:

B:

SouthBound

A:

B:

↑

NorthBound

A:

B:

WestBound

A:

B:

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = $\frac{226 + 576 + 243 + 0}{1425} = 0.733$ LOS = C

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

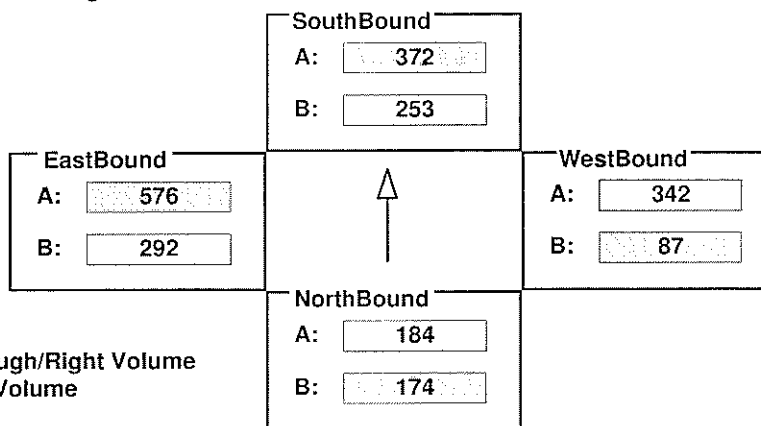
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	174	318	49	253	372	350	87	1027	243	530	1002	150
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	318	49	253	372	350	87	1027	243	530	1002	150
LANE												
	1	1	1	1	1	1	1	3	1	2	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		OLA	Perm		Auto	Prot-Fix		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{174 + 372 + 87 + 576}{1425} = 0.848 \quad \text{LOS} = D$$

(56)

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Topanga Canyon Bl W/E: Ventura Bl I/S No: 78

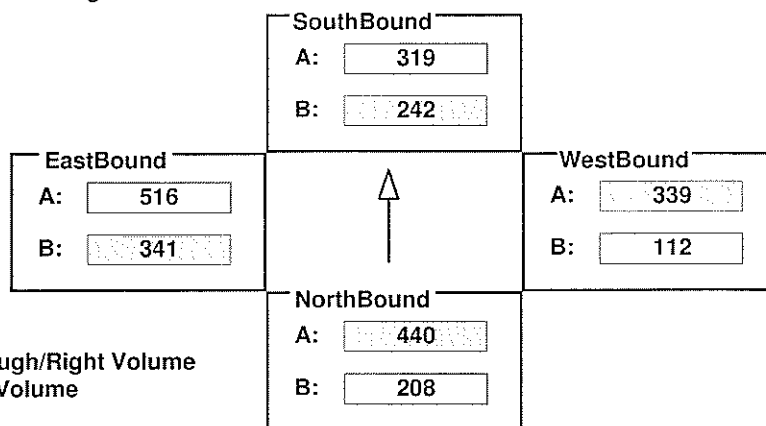
AM/PM: **PM** Comments: Existing 2007 Weekday Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	208	1321	348	242	870	88	204	678	325	620	907	125
AMBIENT												
RELATED												
PROJECT												
TOTAL	208	1321	348	242	870	88	204	678	325	620	907	125
LANE	1 3 1	1 2 1	2 2 1	2 1 1								
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Prot-Fix	OLA	Prot-Fix	Auto	Prot-Fix	OLA	Prot-Fix	OLA	Prot-Fix	Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{440 + 242 + 339 + 341}{1375} = 0.991 \quad \text{LOS} = E$$

61

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

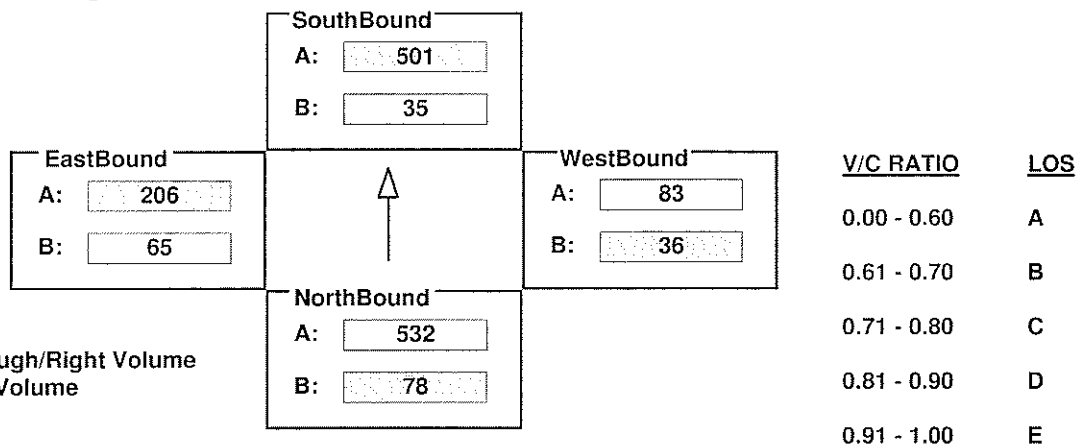
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **PM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	78	1546	51	35	952	50	36	9	38	65	28	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	78	1546	51	35	952	50	36	9	38	65	28	113
LANE	 1	 2	 1	 1	 1	 1	 1	 1	 1	 1	 1	 1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{78 + 501 + 36 + 206}{1500} = 0.547 \quad \text{LOS} = A$$

3

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

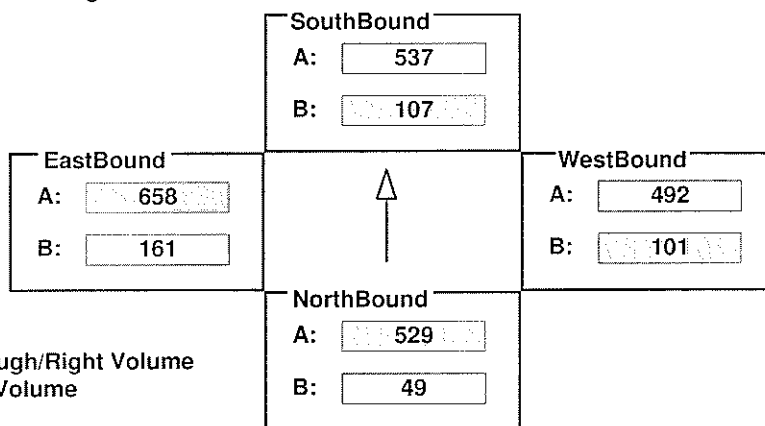
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **PM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	49	1474	114	107	875	198	101	851	132	161	1315	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	1474	114	107	875	198	101	851	132	161	1315	90
LANE												
	1	2	1	1	1	1	1	1	1	1	2	1
Phasing			RTOR			RTOR			RTOR			RTOR
SIGNAL	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSA Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{529 + 107 + 101 + 658}{1425} = 0.979 \quad \text{LOS} = E$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

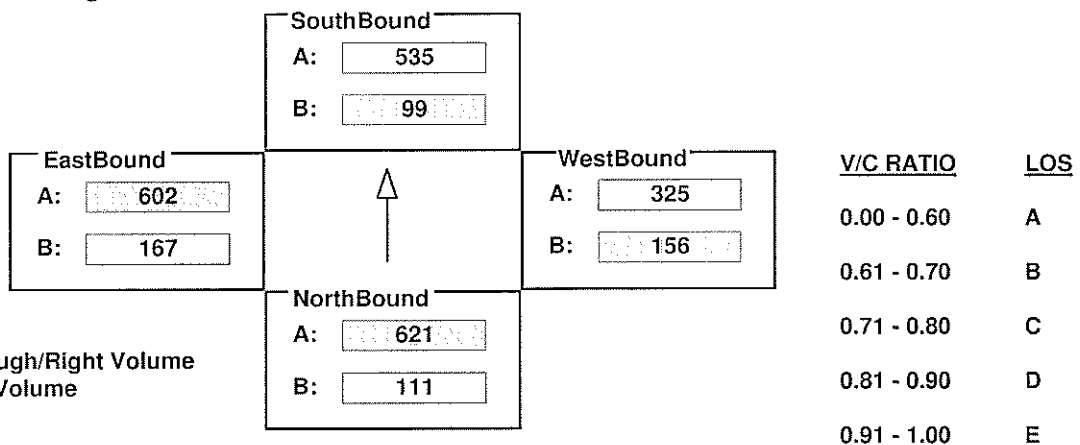
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	111	1594	269	99	926	144	156	974	126	167	1666	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	111	1594	269	99	926	144	156	974	126	167	1666	141
LANE	1	2	1	1	1	1	1	3	1	1	2	1
	↙ ↘ ↗	↖ ↗ ↘	↖ ↗ ↘	↙ ↘ ↗	↖ ↗ ↘	↖ ↗ ↘	↙ ↘ ↗	↖ ↗ ↘	↖ ↗ ↘	↙ ↘ ↗	↖ ↗ ↘	↖ ↗ ↘
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{621 + 99 + 156 + 602}{1425} = 1.037 \quad \text{LOS} = F$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

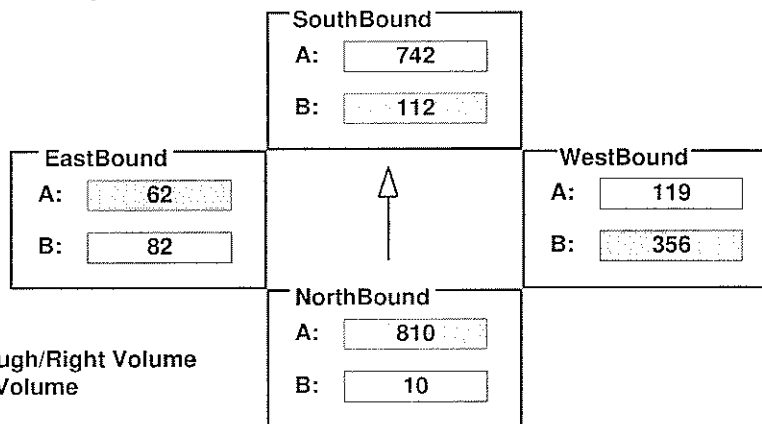
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	10	1620	140	112	1484	43	356	119	166	82	54	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	10	1620	140	112	1484	43	356	119	166	82	54	8
LANE	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing			Phasing			Phasing			Phasing		
SIGNAL	Prot-Fix			Prot-Fix			Perm			Perm		
	Auto			Auto			Auto			Auto		

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{810 + 112 + 356 + 62}{1425} = 0.940 \quad \text{LOS} = E$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	224	852	224	169	1210	846	355	784	100	620	883	79
LANE												
	 1	 2	 1	 1	 2	 1	 2	 2	 1	 2	 2	 1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Prot-Fix		Auto	Prot-Fix		OLA	Prot-Fix		Auto	Prot-Fix		Auto

Critical Movements Diagram

SouthBound
A:
B:

EastBound
A:
B:

WestBound
A:
B:

NorthBound
A:
B:

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = $\frac{224 + 605 + 392 + 341}{1375} = 1.136$ LOS = F

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

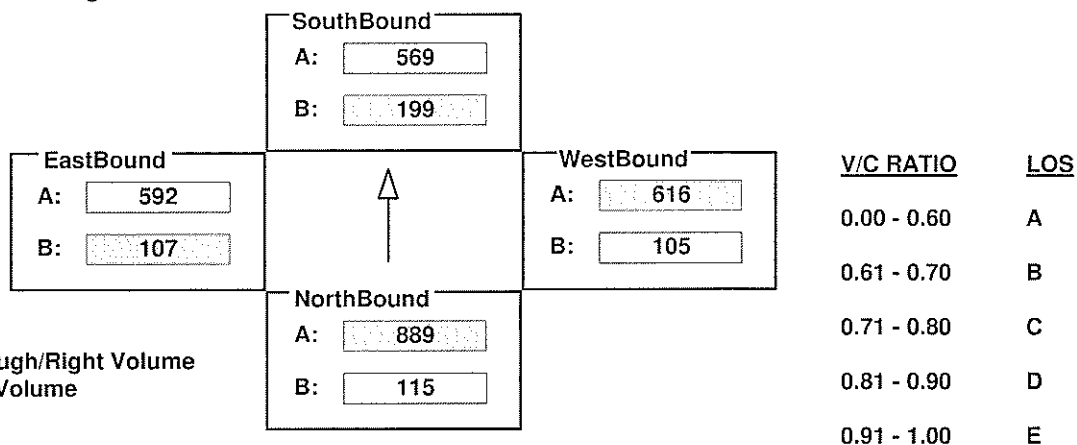
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	1777	222	199	1138	156	105	1049	182	107	1070	113
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	1777	222	199	1138	156	105	1049	182	107	1070	113
LANE												
	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Fix		Auto	Prot-Fix		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{889 + 199 + 616 + 107}{1425} = 1.271$$

LOS = F

(31)

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

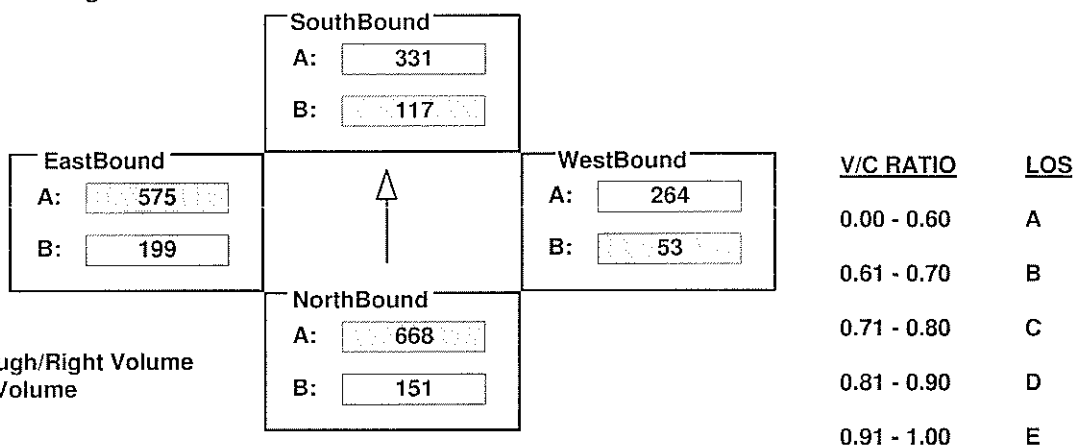
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	151	1245	91	117	662	143	53	527	60	199	1149	124
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	1245	91	117	662	143	53	527	60	199	1149	124
LANE												
	1	1	1	1	2	1	1	2	1	1	2	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{668 + 117 + 53 + 575}{1500} = 0.942 \quad \text{LOS} = E$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

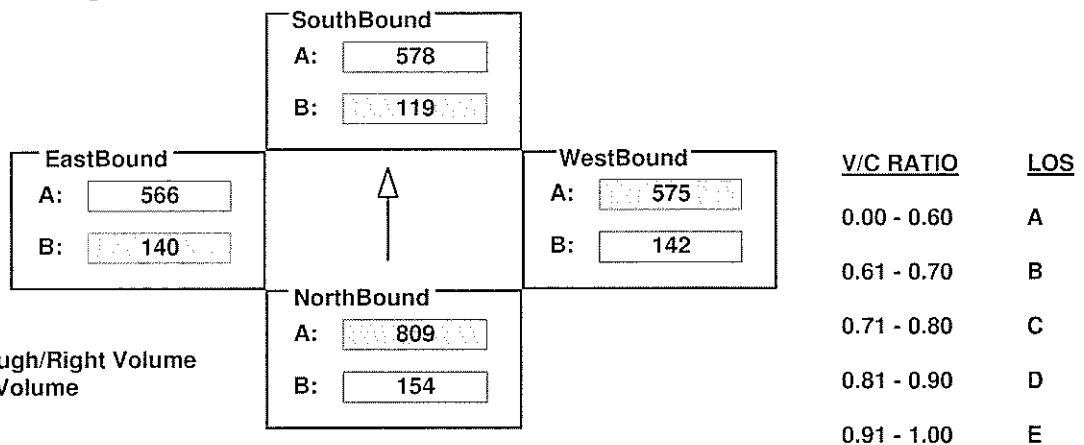
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	154	1618	295	119	1156	126	259	1003	146	255	1131	151
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	1618	295	119	1156	126	259	1003	146	255	1131	151
LANE												
	1	2	1	1	2	1	2	1	1	2	2	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Fix		Auto	Prot-Fix		Auto	Prot-Fix		Auto	Prot-Fix		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{809 + 119 + 575 + 140}{1375} = 1.195 \quad \text{LOS} = F$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

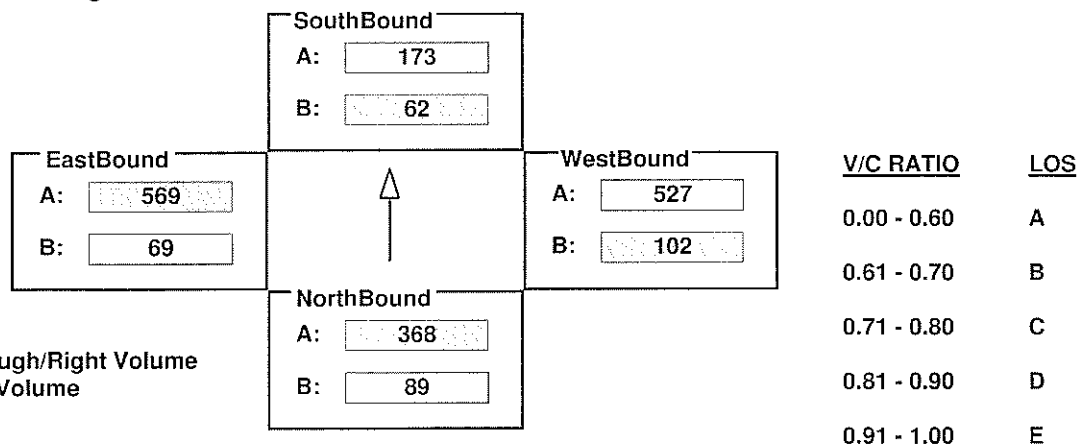
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	89	368	155	62	278	68	102	989	65	69	1059	78
AMBIENT												
RELATED												
PROJECT												
TOTAL	89	368	155	62	278	68	102	989	65	69	1059	78
LANE												
	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{368 + 62 + 102 + 569}{1500} = 0.734 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S:	Canoga Av	W/E:	Sherman Wy	I/S No:	7
AM/PM:	PM	Comments:	Existing 2007 Weekday Conditions		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	123	1380	174	105	812	145	140	1238	141	137	1290	180
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1380	174	105	812	145	140	1238	141	137	1290	180
LANE												
	1	1	1	1	1	1	1	2	1	1	2	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram		V/C RATIO	LOS
SouthBound	A: 479 B: 105		
EastBound	A: 645 B: 137	0.00 - 0.60	A
WestBound	A: 619 B: 140	0.61 - 0.70	B
NorthBound	A: 777 B: 123	0.71 - 0.80	C
		0.81 - 0.90	D
		0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = $\frac{777 + 105 + 140 + 645}{1500} = 1.111$ LOS = F

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

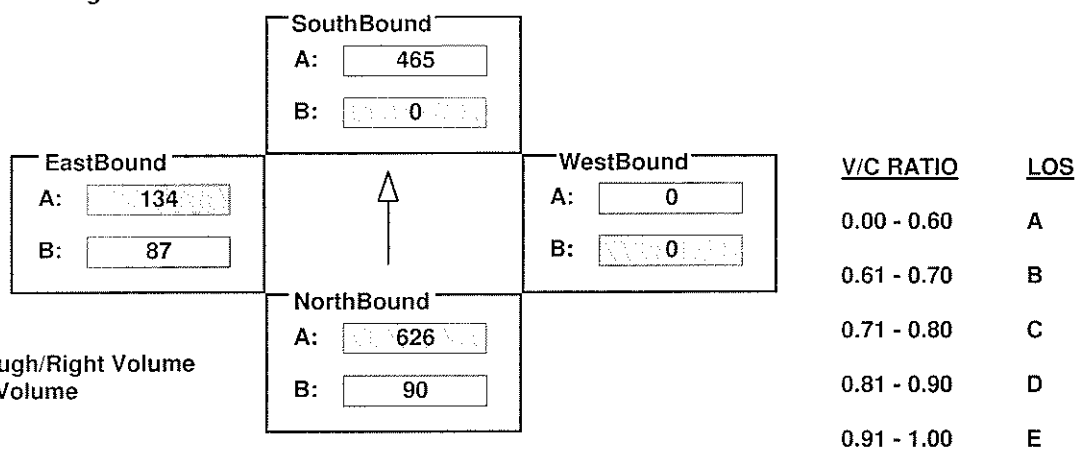
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	90	1878	0	0	1336	60	0	0	0	87	0	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	90	1878	0	0	1336	60	0	0	0	87	0	47
LANE												
	1	3			2	1						1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{626 + 0 + 0 + 134}{1500} = 0.507 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

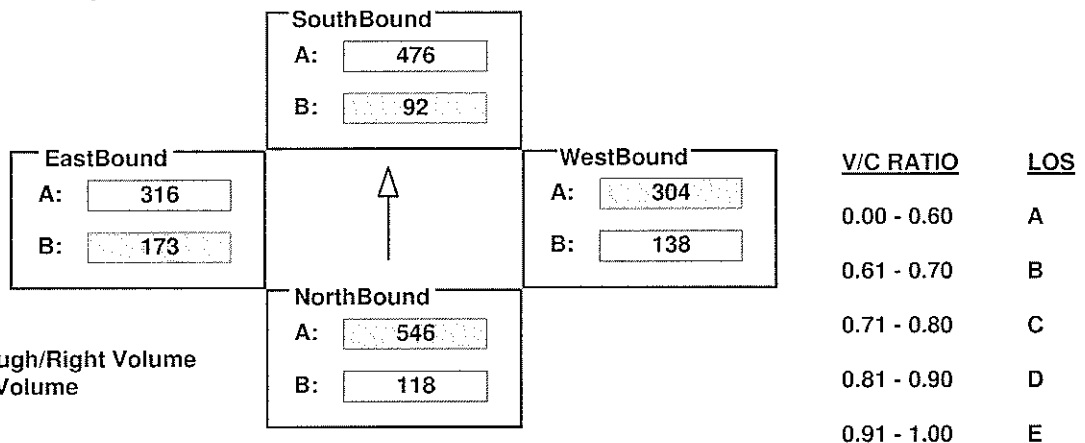
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	118	1092	156	92	952	237	138	607	142	173	631	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	1092	156	92	952	237	138	607	142	173	631	133
LANE	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{546 + 92 + 304 + 173}{1500} = 0.743 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

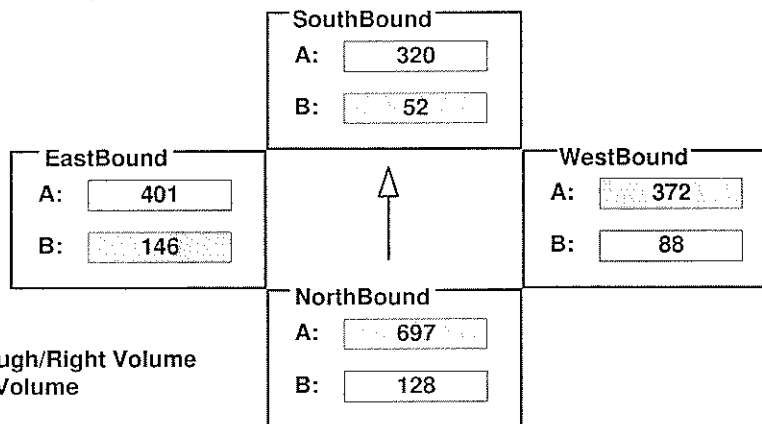
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	128	1393	86	52	639	107	88	636	108	146	711	90
AMBIENT												
RELATED												
PROJECT												
TOTAL	128	1393	86	52	639	107	88	636	108	146	711	90
LANE												
	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{697 + 52 + 372 + 146}{1500} = 0.845 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

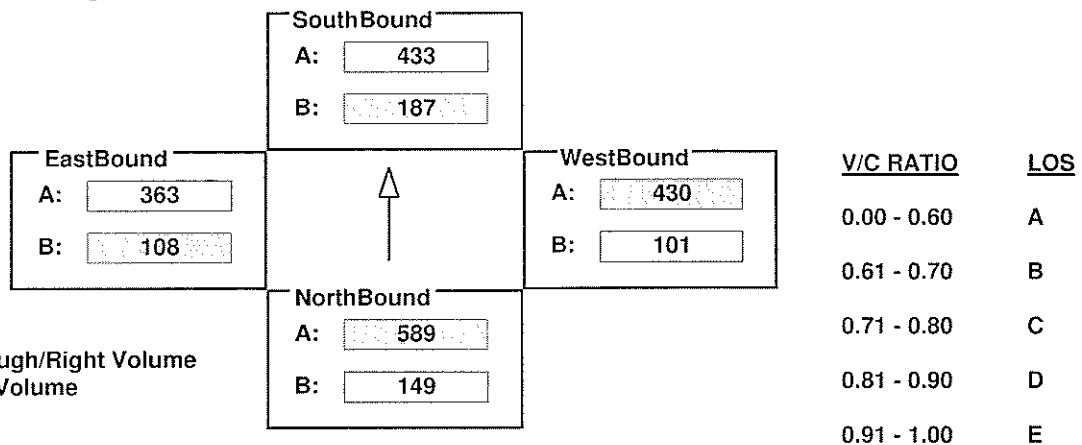
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	149	1628	138	187	1176	122	101	714	146	108	663	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	149	1628	138	187	1176	122	101	714	146	108	663	63
LANE	1 2 1	1 2 1	1	1 2 1	1 2 1	1	1 1 1	1 1 1	1	1 1 1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{589 + 187 + 430 + 108}{1425} = 0.922 \quad \text{LOS} = E$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Owensmouth Av W/E: Vanowen St I/S No: 13

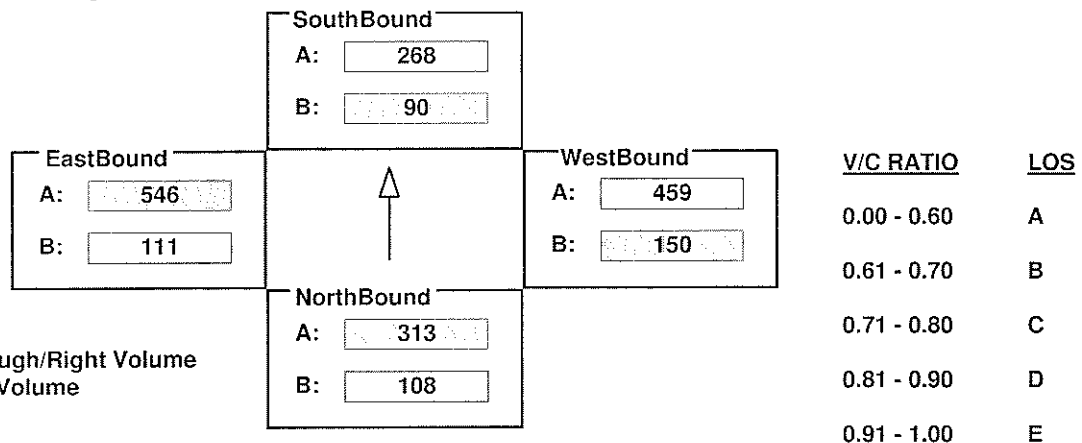
AM/PM: **PM** Comments: Existing 2007 Weekday Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	108	626	291	90	402	134	150	817	100	111	1091	85
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	626	291	90	402	134	150	817	100	111	1091	85
LANE	1 2 1	1 1 1	1 1 1	1 1 1	1 1 1	1 1 1	1 1 1	1 1 1	1 1 1	1 2 1	1 1 1	1 1 1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{313 + 90 + 150 + 546}{1500} = 0.733 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

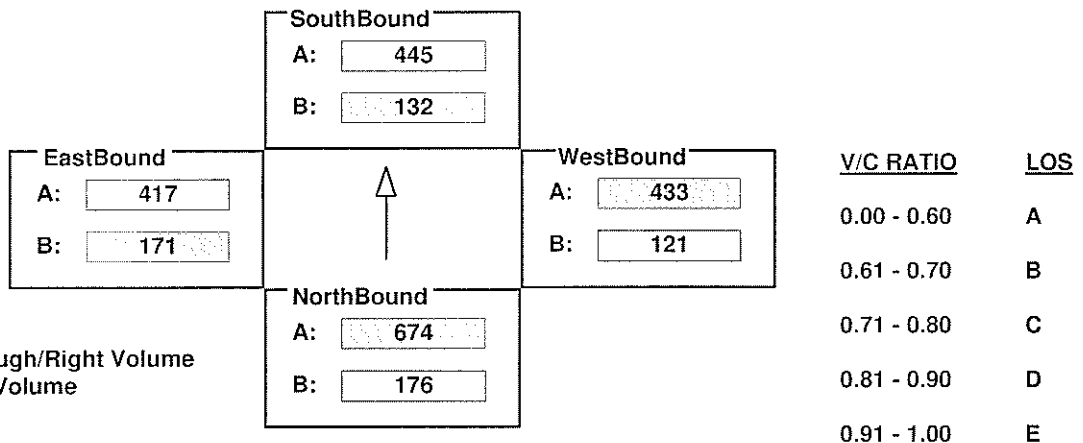
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	176	1348	253	132	890	117	121	740	125	171	769	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	176	1348	253	132	890	117	121	740	125	171	769	64
LANE												
	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{674 + 132 + 433 + 171}{1500} = 0.940 \quad \text{LOS} = E$$

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APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

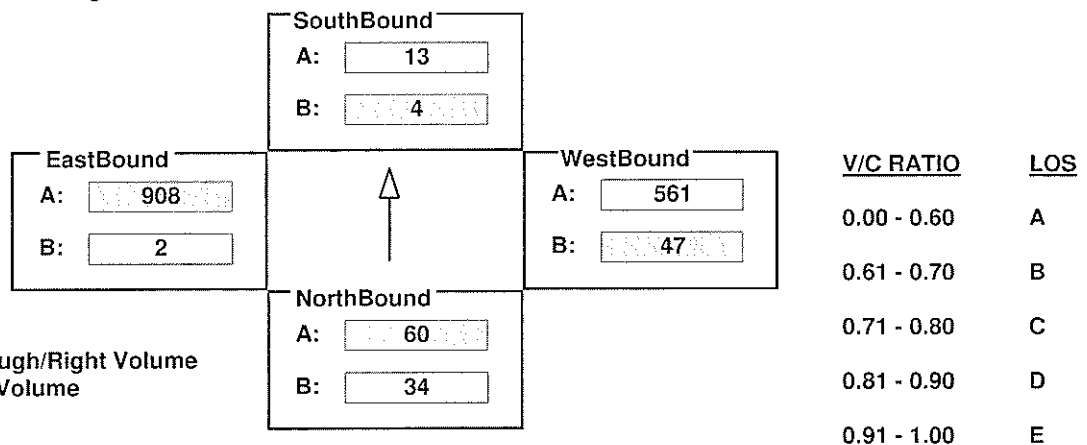
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	0	60	4	1	8	47	1121	0	2	1602	213
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	0	60	4	1	8	47	1121	0	2	1602	213
LANE												
	1		1		1		1	2	1	1	1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{60 + 4 + 47 + 908}{1200} = 0.849 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S:	Variel Av	W/E:	Vanowen St	I/S No:	16
AM/PM:	PM	Comments:	Existing 2007 Weekday Conditions		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	108	3	87	15	4	10	38	1015	15	11	1544	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	108	3	87	15	4	10	38	1015	15	11	1544	32
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram		V/C RATIO	LOS
EastBound	SouthBound		
A: 788	A: 29		
B: 11	B: 15		
WestBound	NorthBound		
A: 515	A: 198	0.00 - 0.60	A
B: 38	B: 108	0.61 - 0.70	B
		0.71 - 0.80	C
		0.81 - 0.90	D
		0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results						
North/South Critical Movements = A(N/B) + B(S/B)						
West/East Critical Movements = B(W/B) + A(E/B)						
V/C =	198	15	38	788	= 0.693	LOS = B
	1500					

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APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

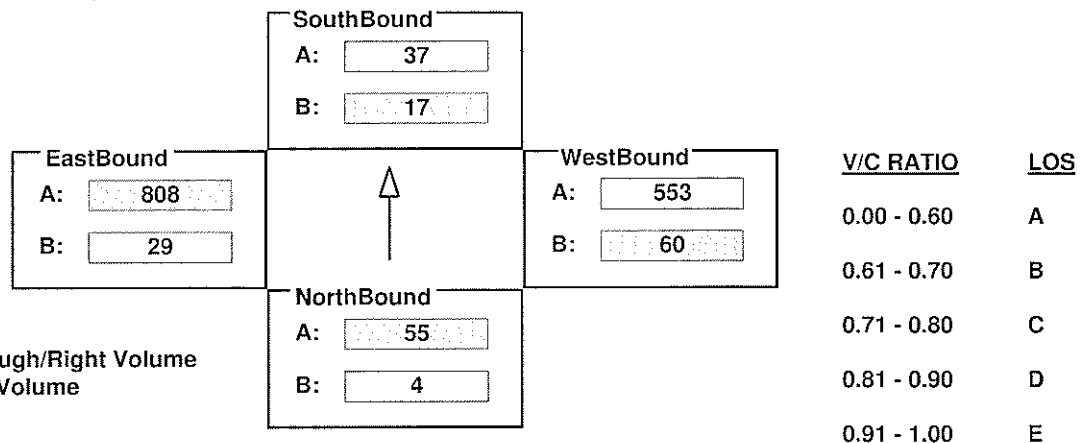
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	0	55	17	1	19	60	1106	39	29	1577	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	0	55	17	1	19	60	1106	39	29	1577	38
LANE												
	1		1		1		1	2	1	1	1	
Phasing			RTOR			RTOR			RTOR			RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{55 + 17 + 60 + 808}{1200} = 0.783 \quad \text{LOS} = C$$

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APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

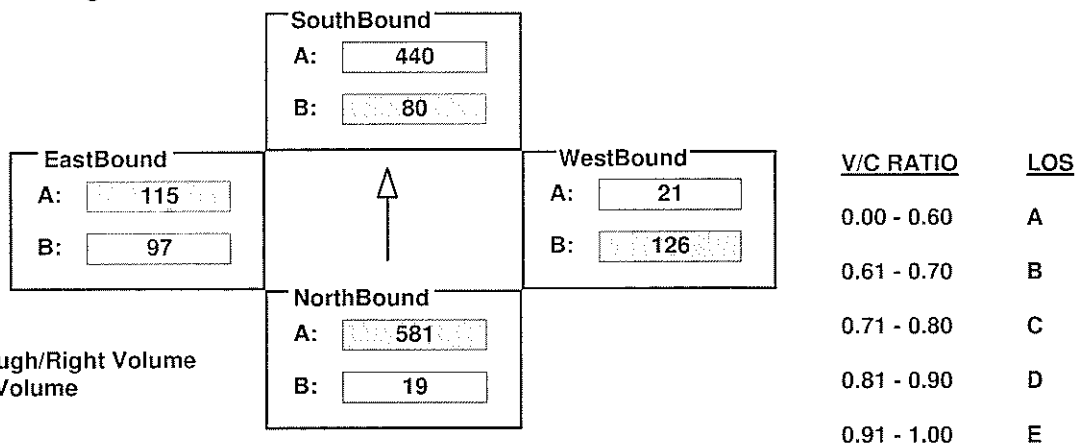
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	19	1671	73	80	1272	47	126	16	61	97	8	10
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	1671	73	80	1272	47	126	16	61	97	8	10
LANE												
	1	2	1	1	2	1	1	1	1		1	
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Prot-Fix			Auto			Perm			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{581 + 80 + 126 + 115}{1425} = 0.633 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

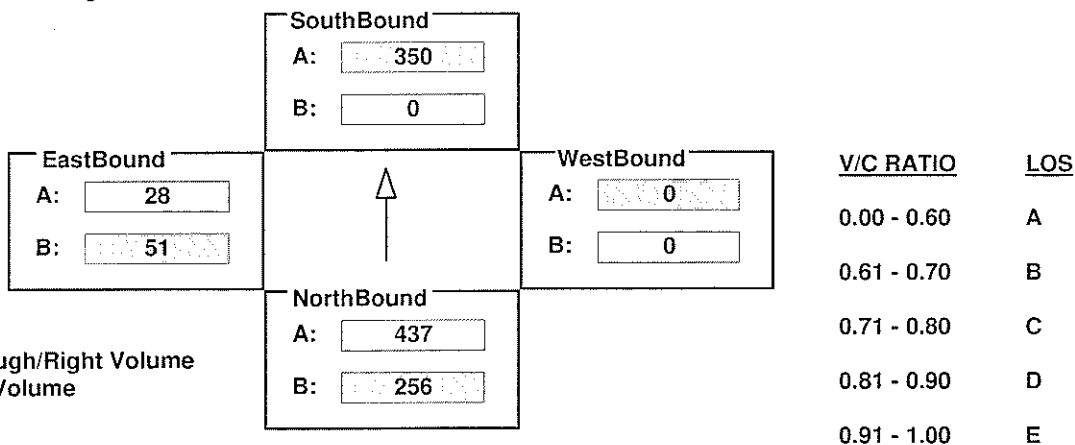
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	256	874	0	0	650	50	0	0	0	51	0	156
AMBIENT												
RELATED												
PROJECT												
TOTAL	256	874	0	0	650	50	0	0	0	51	0	156
LANE	1	2			1	1				1		1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{256 + 350 + 0 + 51}{1425} = 0.461 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

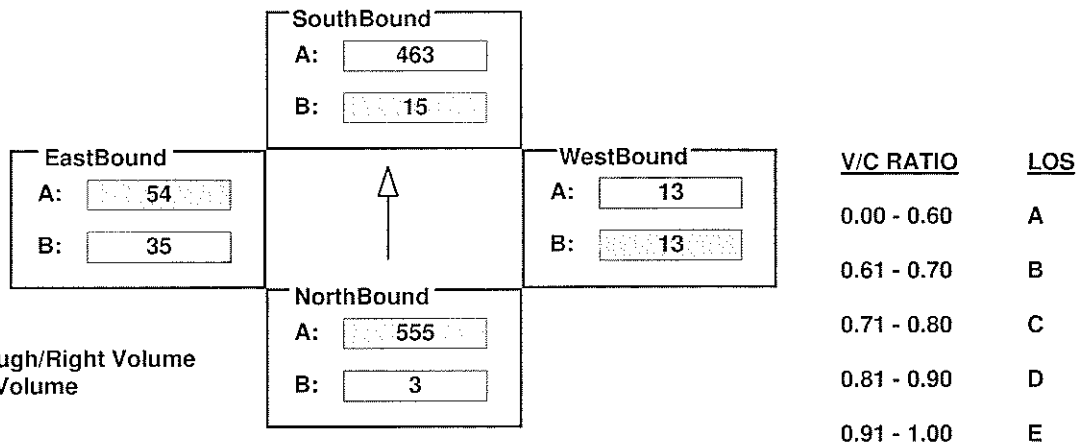
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	3	1664	1	15	924	2	13	0	12	35	0	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	1664	1	15	924	2	13	0	12	35	0	19
LANE												
	1	2	1	1	1	1	1		1		1	
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{555 + 15 + 13 + 54}{1500} = 0.425 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

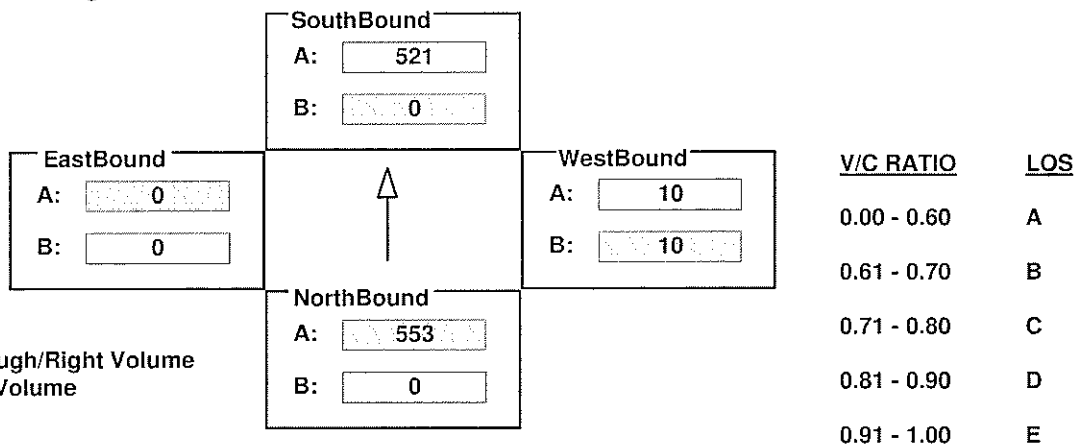
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1644	15	0	1042	0	17	0	2	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1644	15	0	1042	0	17	0	2	0	0	0
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{553 + 0 + 10 + 0}{1500} = 0.375 \quad \text{LOS} = A$$

(73)

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	8	28	27	12	14	8	28	46	24	86	5
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	8	28	27	12	14	8	28	46	24	86	5
LANE												

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APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

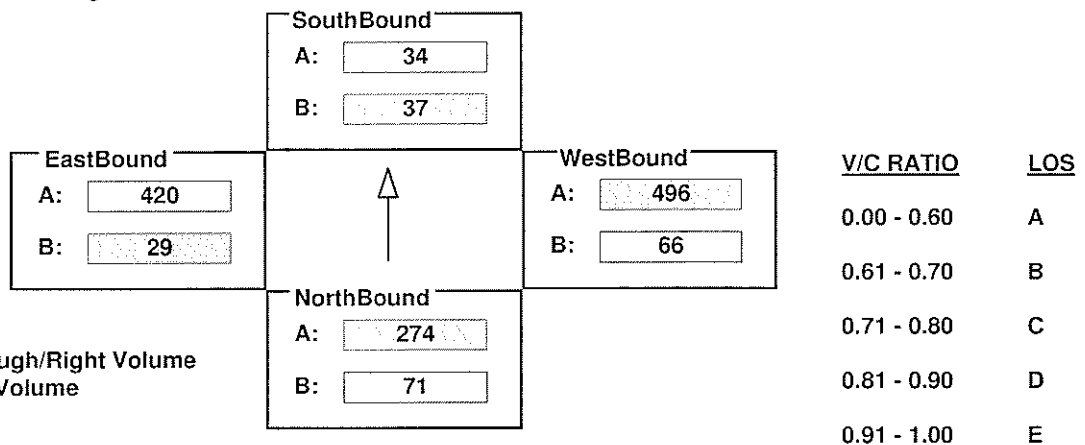
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **PM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	71	111	92	37	34	34	66	922	69	29	806	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	111	92	37	34	34	66	922	69	29	806	34
LANE												
			1	1	1	1	1	1	1	1	1	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{274 + 37 + 496 + 29}{1500} = 0.557 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

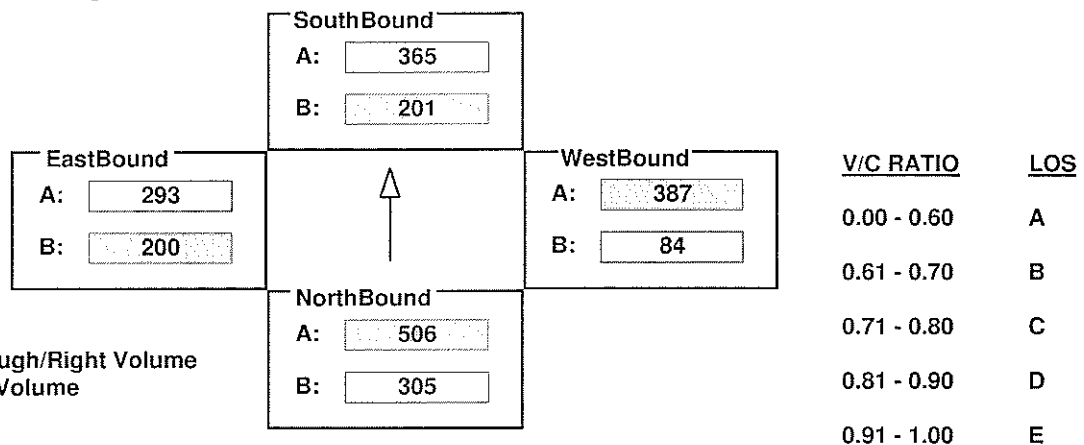
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	305	1011	106	201	976	119	84	970	190	200	738	140
AMBIENT												
RELATED												
PROJECT												
TOTAL	305	1011	106	201	976	119	84	970	190	200	738	140
LANE												
	1	2	1	1	2	1	1	2	1	1	2	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Fix		Auto	Prot-Fix		Auto	Perm		Auto	Prot-Fix		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{506 + 201 + 387 + 200}{1375} = 0.941 \quad LOS = E$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

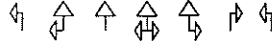
August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	187	1332	107	104	689	89	88	868	154	98	811	124
LANE												
	1		1		1		1		1		1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

EastBound

A:

B:

SouthBound

A:

B:

WestBound

A:

B:

NorthBound

A:

B:

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = $\frac{720 + 104 + 511 + 98}{1500} = 0.955$ LOS = E

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

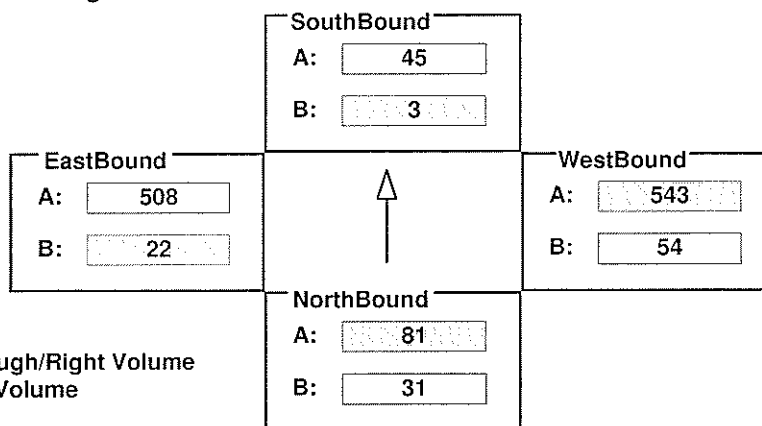
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **PM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	31	13	37	3	6	36	54	1080	5	22	964	52
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	13	37	3	6	36	54	1080	5	22	964	52
LANE												
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{81 + 3 + 543 + 22}{1500} = 0.433 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

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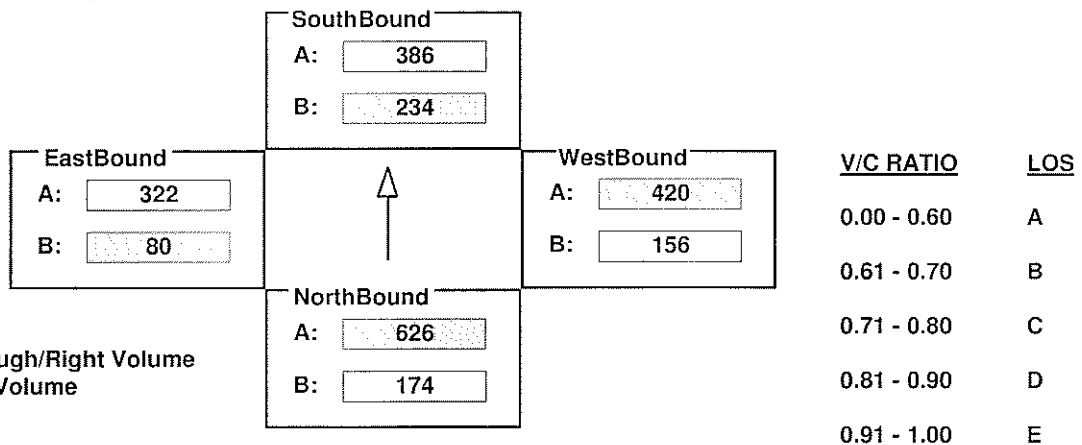
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	174	1528	351	234	1045	113	284	840	220	146	814	152
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	1528	351	234	1045	113	284	840	220	146	814	152
LANE	1	2	1	1	2	1	2	2	1	2	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{626 + 234 + 420 + 80}{1375} = 0.989 \quad \text{LOS} = E$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

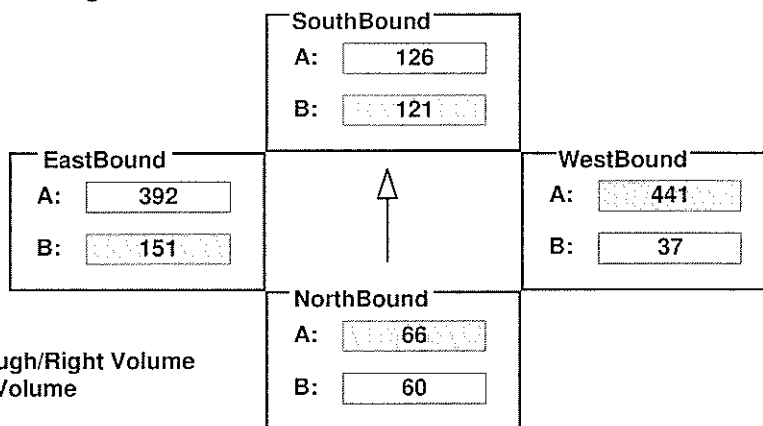
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	6	76	121	5	151	37	1323	138	151	1117	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	6	76	121	5	151	37	1323	138	151	1117	60
LANE												
	1		1	1		1	1	3	1	1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Prot-Fix		Auto	Prot-Fix		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{66 + 121 + 441 + 151}{1425} = 0.547$$

LOS = A

45

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

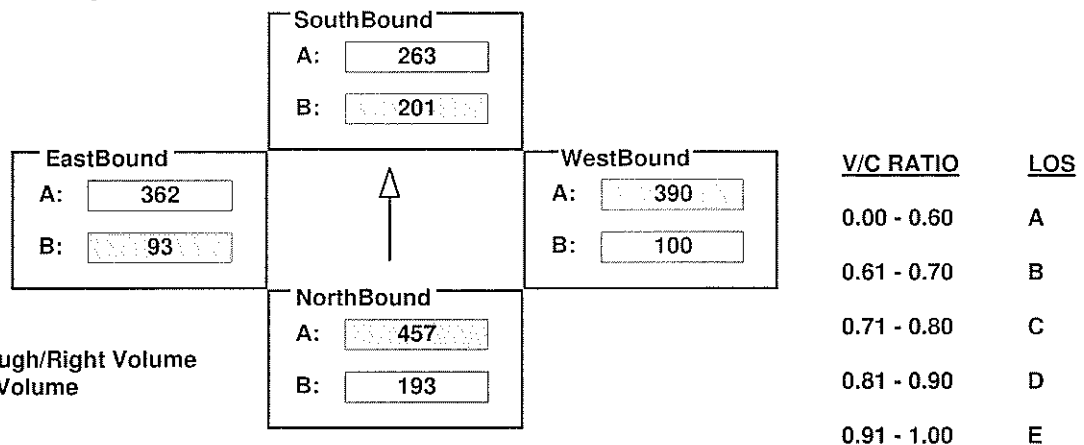
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	193	913	192	201	526	173	100	1169	154	93	1086	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	193	913	192	201	526	173	100	1169	154	93	1086	74
LANE	1	2	1	1	2	1	1	3	1	1	3	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Fix		OLA	Prot-Fix		OLA	Prot-Fix		OLA	Prot-Fix		OLA

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{457 + 201 + 390 + 93}{1375} = 0.830 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

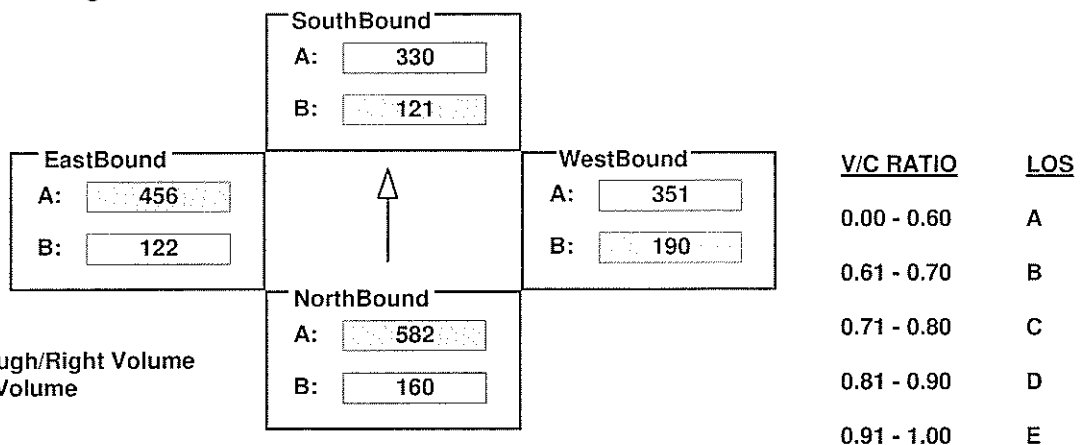
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **PM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	160	1407	339	121	862	129	190	1054	196	122	1207	160
AMBIENT												
RELATED												
PROJECT												
TOTAL	160	1407	339	121	862	129	190	1054	196	122	1207	160
LANE												
	1	2	1	1	2	1	1	3	1	1	2	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Prot-Fix		Auto	Prot-Fix		OLA	Prot-Fix		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{582 + 121 + 190 + 456}{1375} = 0.981 \quad LOS = E$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

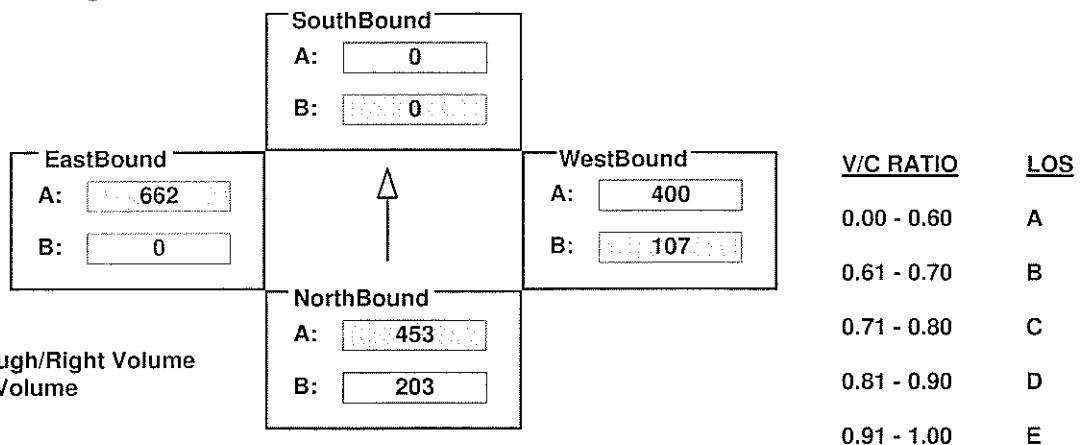
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	203	0	453	0	0	0	107	1199	0	0	1798	189
AMBIENT												
RELATED												
PROJECT												
TOTAL	203	0	453	0	0	0	107	1199	0	0	1798	189
LANE												
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{453 + 0 + 107 + 662}{1500} = 0.815 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

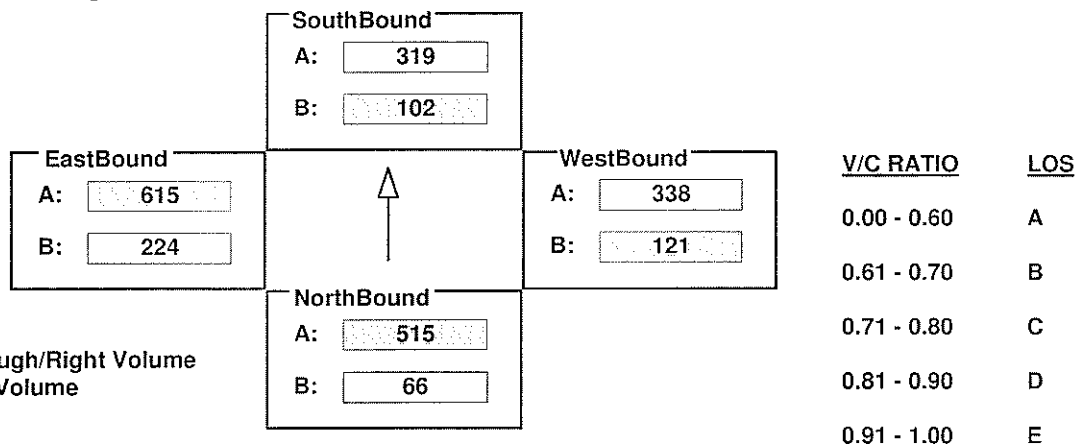
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	66	1130	415	102	786	172	220	1013	110	407	1725	120
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	1130	415	102	786	172	220	1013	110	407	1725	120
LANE												
	1	2	1	1	2	1	2	3	1	2	2	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Fix		Auto	Prot-Fix		Auto	Prot-Fix		OLA	Prot-Fix		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{515 + 102 + 121 + 615}{1375} = 0.984 \quad \text{LOS} = E$$

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APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

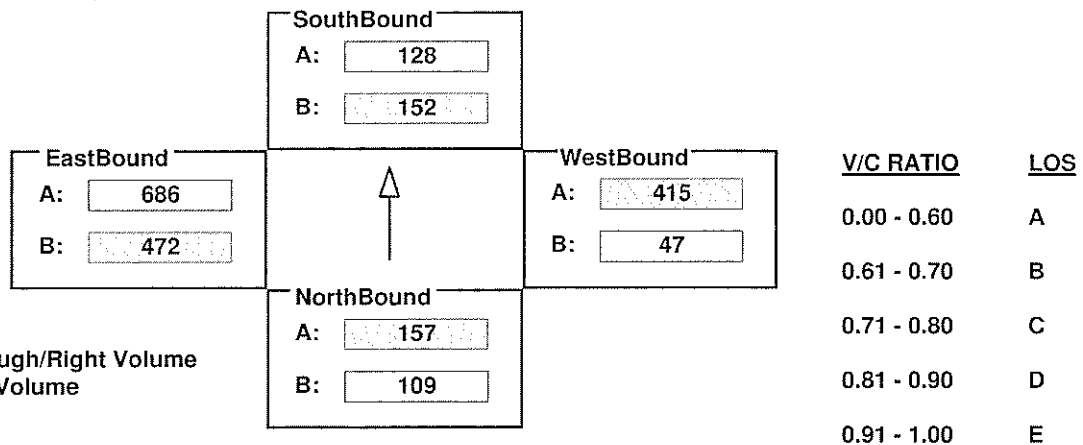
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **PM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	109	213	100	152	157	228	47	1246	212	472	2058	137
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	213	100	152	157	228	47	1246	212	472	2058	137
LANE												
	1	1	1	1	1	1	1	3	1	1	3	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Prot-Fix		Auto	Prot-Fix		Auto	Prot-Fix		OLA	Prot-Fix		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{157 + 152 + 415 + 472}{1375} = 0.870 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

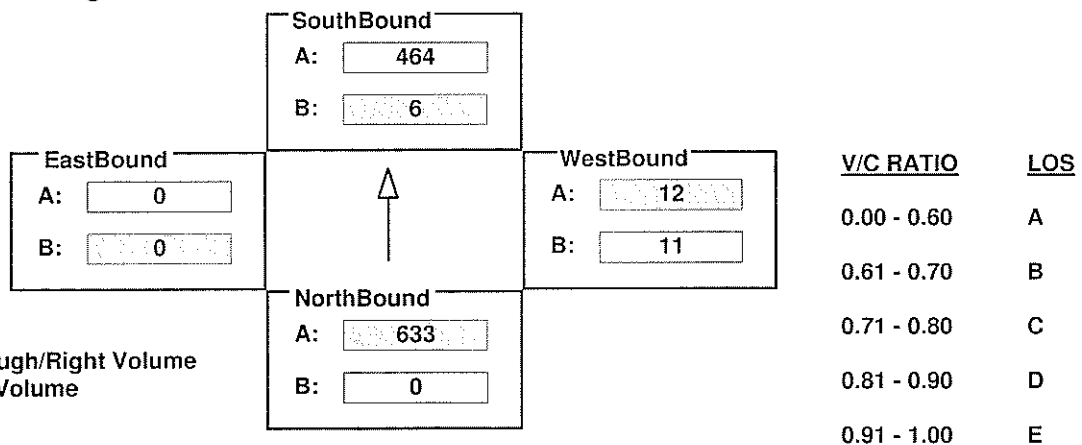
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1894	6	6	1392	0	11	0	12	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1894	6	6	1392	0	11	0	12	0	0	0
LANE	1	2	1	1	3		1		1			
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{633 + 6 + 12 + 0}{1200} = 0.543 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

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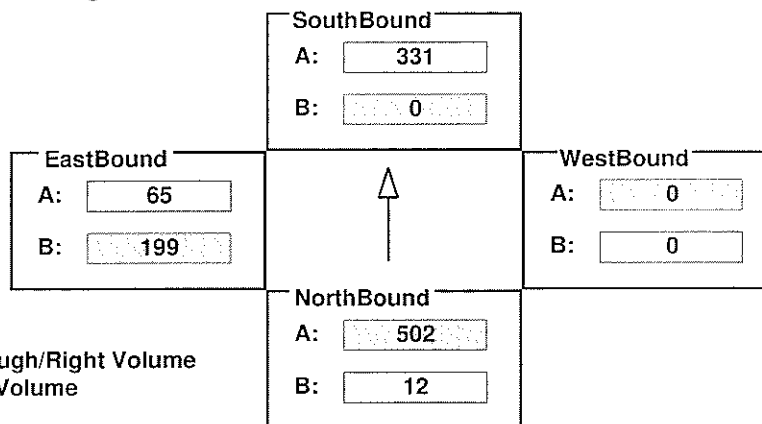
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	12	1003	0	0	649	12	0	0	0	199	0	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	1003	0	0	649	12	0	0	0	199	0	65
LANE	1	2			1	1				1		1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{502 + 0 + 0 + 199}{1500} = 0.467 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	0	1788	87	87	1196	0	197	0	110	0	0	0
LANE												
	1	2	1	2	2	1	1			1		
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Prot-Fix		Auto	Split		Auto	Split		Auto

Critical Movements Diagram

EastBound
A:
B:

SouthBound
A:
B:

WestBound
A:
B:

NorthBound
A:
B:

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

V/C = $\frac{625 + 48 + 154 + 0}{1375}$ = 0.601 LOS = B

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

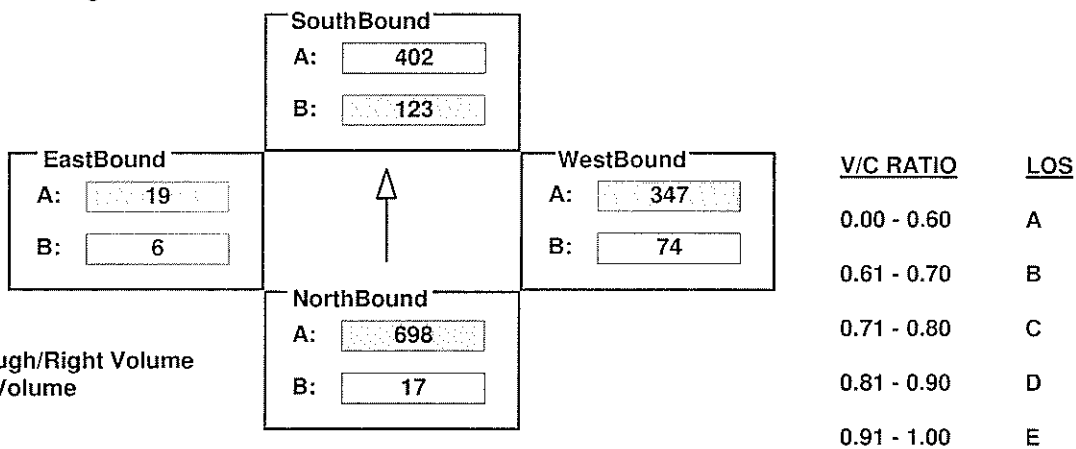
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	17	1314	81	123	794	10	139	9	347	6	5	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	17	1314	81	123	794	10	139	9	347	6	5	8
LANE	  	  	  	  	  	  	  	  	  	  	  	  
	1	1	1	1	1	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Split		Auto	Split		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{698 + 123 + 347 + 19}{1425} = 0.833 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Randi Av/Nevada Av

W/E: Erwin St

I/S No: 40

AM/PM: PM

Comments: Existing 2007 Weekday Conditions

COUNT DATE:

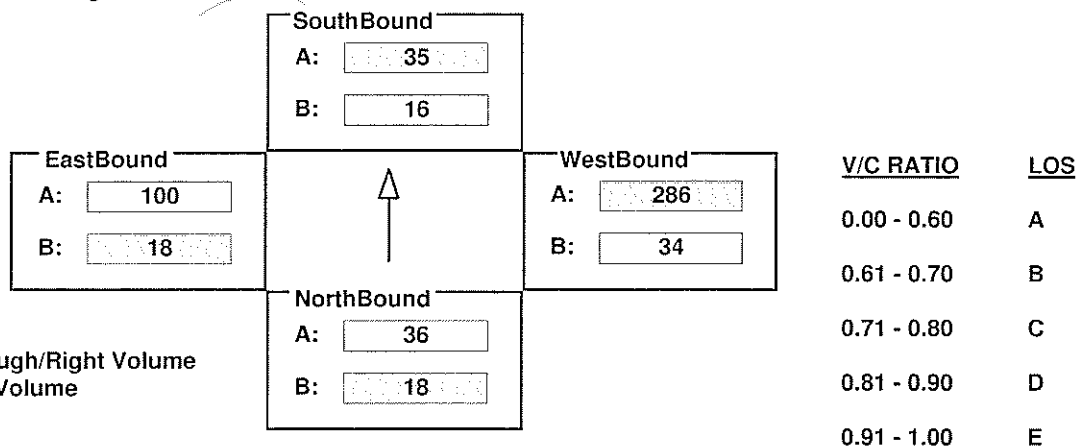
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	18	32	16	19	17	34	501	70	18	181	19
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	18	32	16	19	17	34	501	70	18	181	19
LANE	1	1	1	1	1	1	1	1	1	1	1	1
Phasing	RTOR			RTOR			RTOR			RTOR		
SIGNAL	Perm			Auto			Perm			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{18 + 35 + 286 + 18}{1500} = 0.238 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

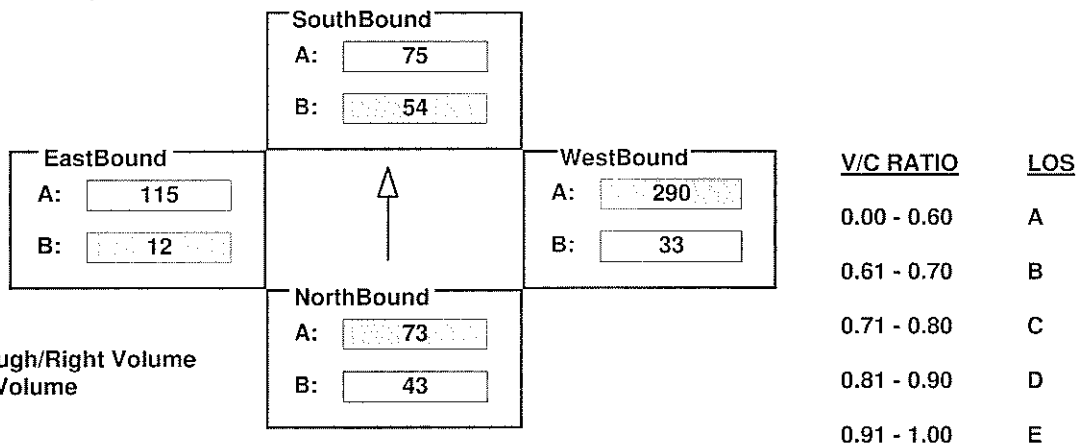
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	43	30	54	54	21	46	33	520	26	12	188	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	30	54	54	21	46	33	520	26	12	188	17
LANE												
	1		1	1		1	1		1	1		
Phasing	RTOR		RTOR		RTOR		RTOR		RTOR		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{73 + 54 + 290 + 12}{1200} = 0.358 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

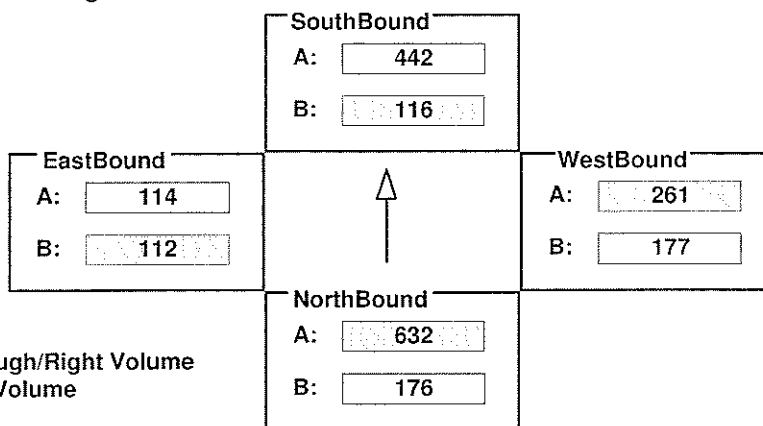
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	176	1773	122	116	1281	44	177	380	141	112	160	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	176	1773	122	116	1281	44	177	380	141	112	160	67
LANE												
	1	2	1	1	2	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{632 + 116 + 261 + 112}{1500} = 0.747 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

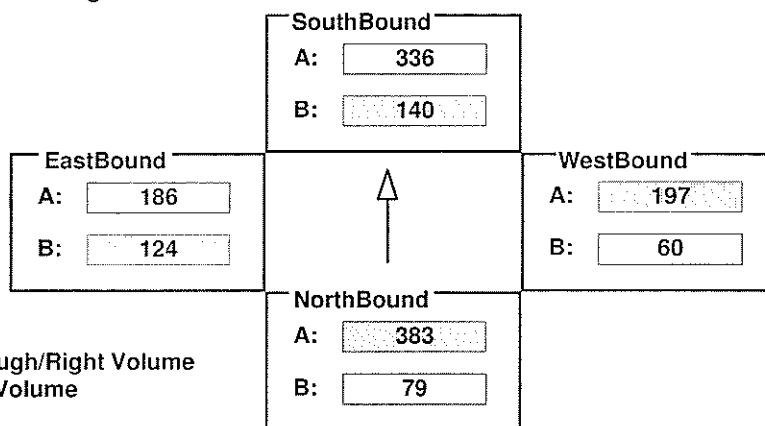
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	79	714	52	140	445	226	60	294	100	124	317	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	79	714	52	140	445	226	60	294	100	124	317	54
LANE												
	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{383 + 140 + 197 + 124}{1500} = 0.563 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

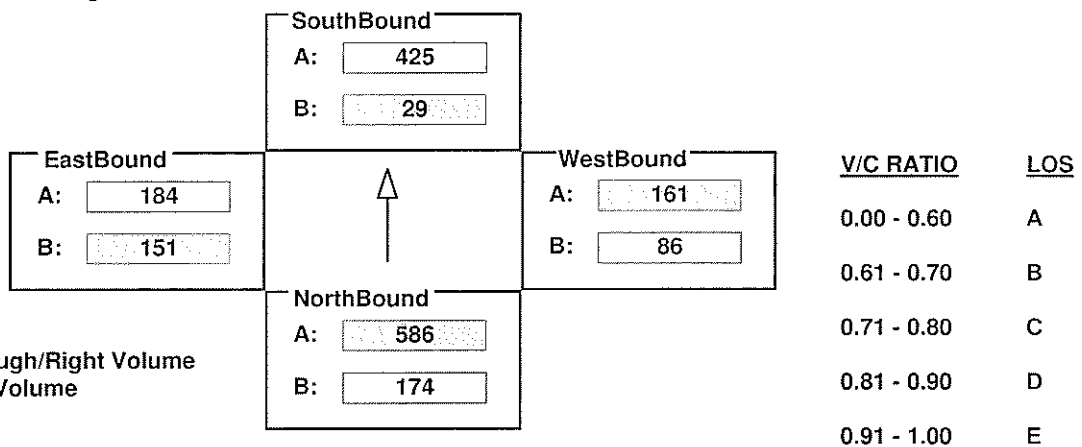
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	174	1670	87	29	1156	118	86	225	96	151	222	146
AMBIENT												
RELATED												
PROJECT												
TOTAL	174	1670	87	29	1156	118	86	225	96	151	222	146
LANE												
	1	2	1	1	2	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Prot-Fix		Auto

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{586 + 29 + 161 + 151}{1425} = 0.651 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

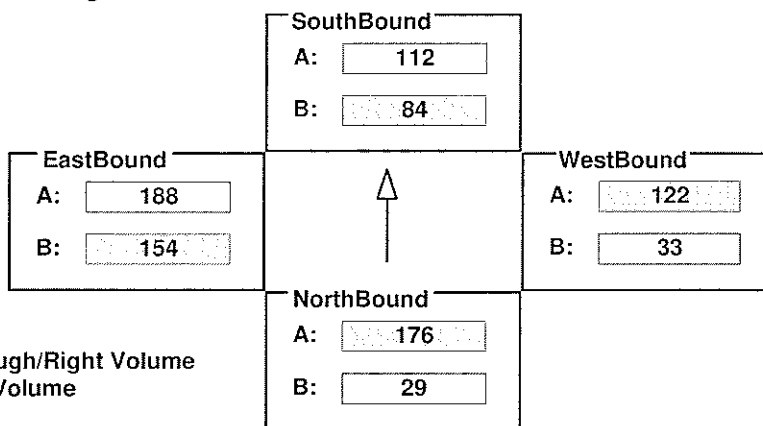
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	29	352	20	84	185	112	33	193	50	154	320	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	352	20	84	185	112	33	193	50	154	320	55
LANE	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{176 + 84 + 122 + 154}{1500} = 0.357 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S:	De Soto Av	W/E:	Erwin St	I/S No:	46
AM/PM:	PM	Comments:	Existing 2007 Weekday Conditions		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	101	1745	29	19	1075	174	10	9	10	185	10	244
AMBIENT												
RELATED												
PROJECT												
TOTAL	101	1745	29	19	1075	174	10	9	10	185	10	244
LANE	1	2	1	1	2	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Split		Auto	Split		Auto

Critical Movements Diagram		V/C RATIO	LOS
SouthBound	A: 416 B: 19		
EastBound	A: 146 B: 146	0.00 - 0.60	A
WestBound	A: 10 B: 10	0.61 - 0.70	B
NorthBound	A: 591 B: 101	0.71 - 0.80	C
		0.81 - 0.90	D
		0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results	
North/South Critical Movements =	A(N/B) + B(S/B)
West/East Critical Movements =	A(W/B) + A(E/B)
V/C =	$\frac{591 + 19 + 10 + 146}{1425} = 0.538$
LOS =	A

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

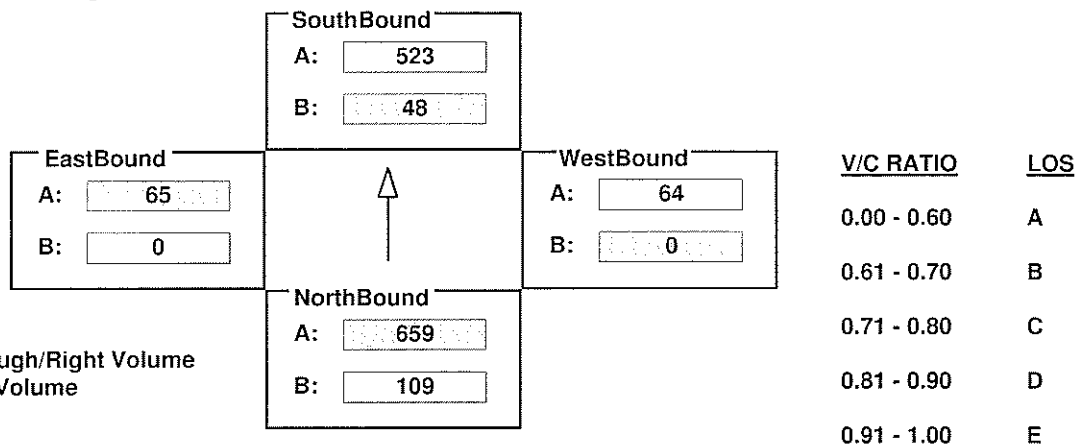
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	109	1887	91	48	1524	44	0	0	117	0	0	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	109	1887	91	48	1524	44	0	0	117	0	0	65
LANE	1	2	1	1	2	1			2			1
	Phasing			Phasing			Phasing			Phasing		
SIGNAL	Perm			Perm			Perm			Perm		
	Auto			Auto			Auto			Auto		

Critical Movements Diagram



Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{659 + 48 + 0 + 65}{1200} = 0.643 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S:	Owensmouth Av	W/E:	Promenade Mall Dwy	I/S No:	48
AM/PM:	PM	Comments:	Existing 2007 Weekday Conditions		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	51	732	2	1	535	67	34	4	11	45	2	61
LANE	 	 	 	 	 	 	 	 	 	 	 	 
	1	1	1	1	2	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram																	
EastBound			SouthBound			WestBound											
A:	61		A:	268		A:	15										
B:	45		B:	1		B:	34										
			NorthBound														
A:	367		A:	367													
B:	51		B:	51													

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Shoup Av W/E: Oxnard St I/S No: 49

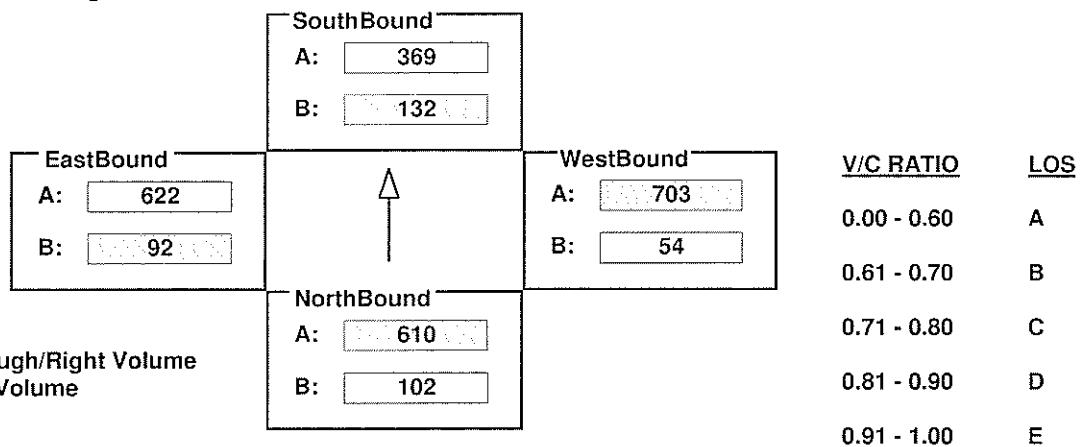
AM/PM: **PM** Comments: Existing 2007 Weekday Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	102	1084	135	132	691	47	54	703	158	92	1243	76
AMBIENT												
RELATED												
PROJECT												
TOTAL	102	1084	135	132	691	47	54	703	158	92	1243	76
LANE	  	  	  	  	  	  	  	  	  	  	  	  
	1	1	1	1	1	1	1	1	1	1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{610 + 132 + 703 + 92}{1500} = 1.025 \quad \text{LOS} = F$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

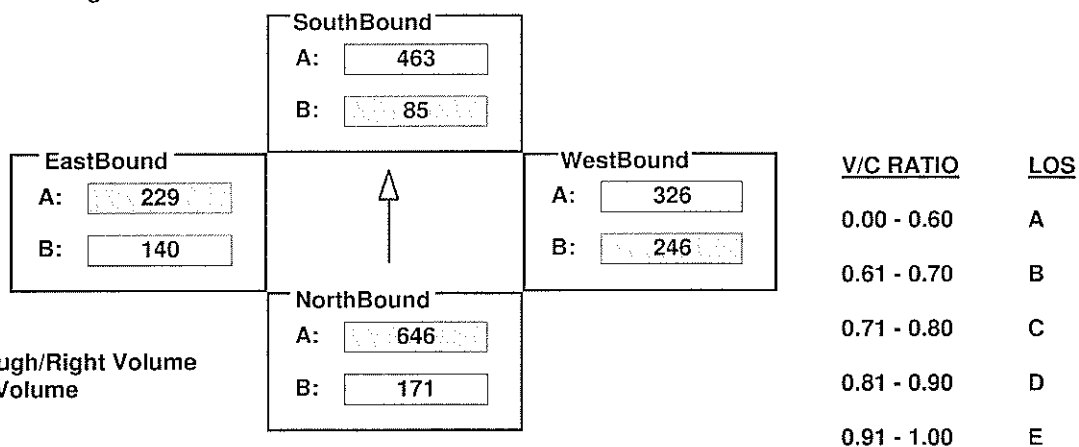
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	171	1750	188	85	1301	87	246	652	139	140	458	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	171	1750	188	85	1301	87	246	652	139	140	458	142
LANE	1 2 1	1 2 1	1	1 2 1	1 2 1	1	1 2 1	1 2 1	1	1 2 1	1 2 1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Prot-Fix	OLA		Perm	OLA	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{646 + 85 + 246 + 229}{1375} = 0.877 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

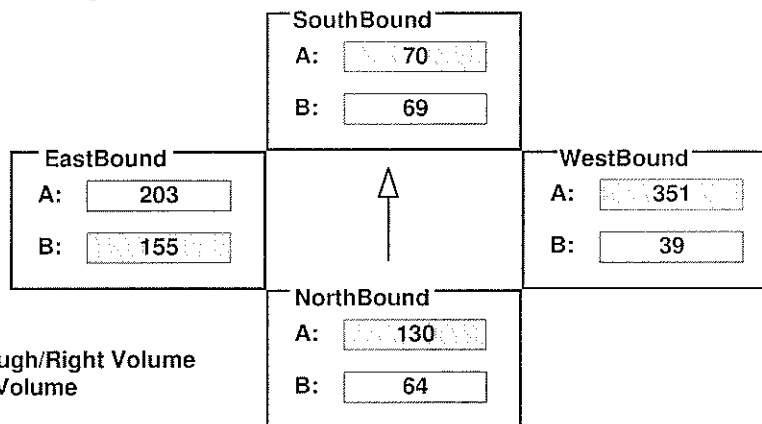
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	4	66	69	1	64	39	701	111	155	406	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	4	66	69	1	64	39	701	111	155	406	40
LANE												
			1	1		1	1	2	1	1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Split		Auto	Split		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{130 + 70 + 351 + 155}{1425} = 0.495 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

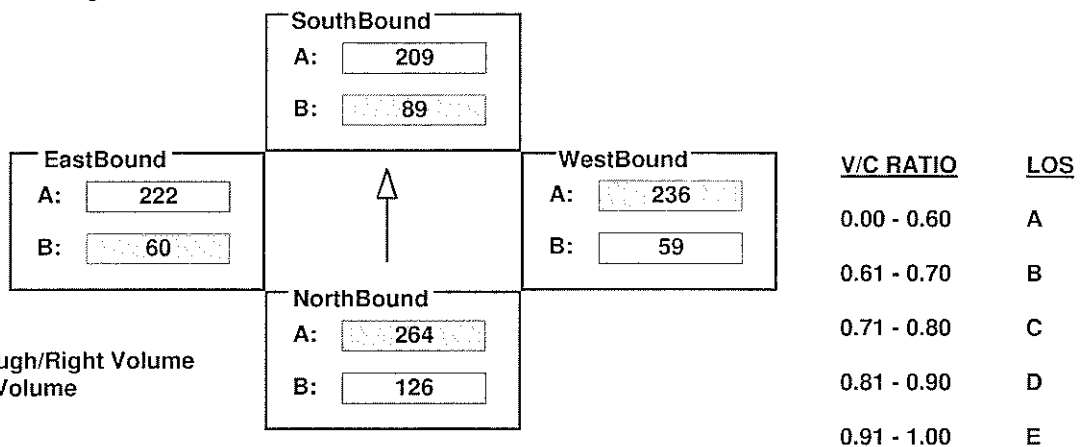
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	126	416	111	89	328	90	59	471	122	60	443	38
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	416	111	89	328	90	59	471	122	60	443	38
LANE												
	1	1	1	1	1	1	1	2	0	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{264 + 89 + 236 + 60}{1500} = 0.433 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

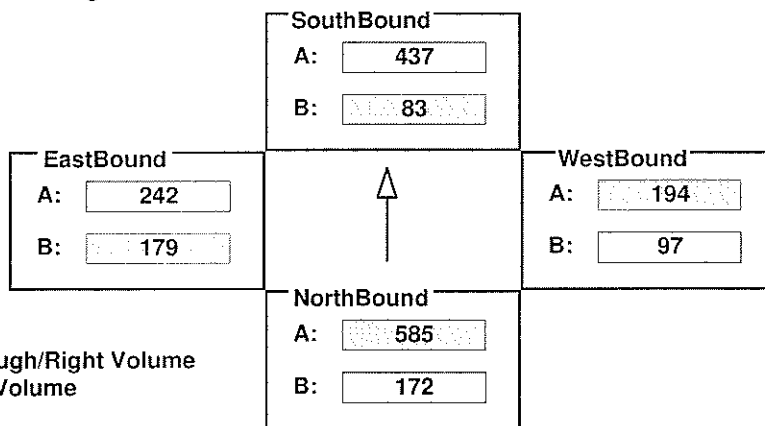
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	172	1647	108	83	1217	93	97	318	69	179	484	139
AMBIENT												
RELATED												
PROJECT												
TOTAL	172	1647	108	83	1217	93	97	318	69	179	484	139
LANE	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 1 1	1 1 1	1 1 1	1 2 0 1	1 2 0 1	1 2 0 1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{585 + 83 + 194 + 179}{1500} = 0.694 \quad \text{LOS} = B$$

74

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

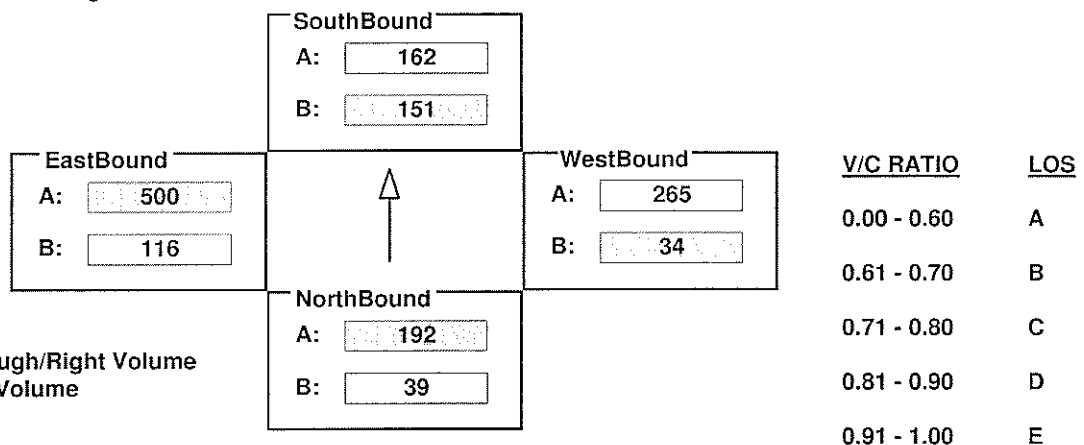
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	158	187	151	53	109	34	330	63	116	706	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	158	187	151	53	109	34	330	63	116	706	61
LANE												
	1		1	1		1	1		1		1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{192 + 151 + 34 + 500}{1200} = 0.731 \quad LOS = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

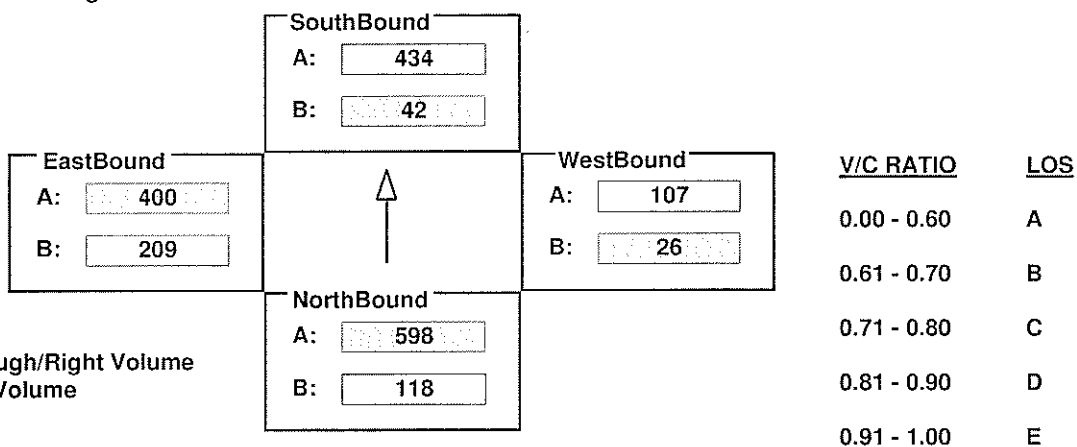
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	118	1632	163	42	1133	170	26	194	20	209	400	223
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	1632	163	42	1133	170	26	194	20	209	400	223
LANE												
	1	2	1	1	2	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{598 + 42 + 26 + 400}{1500} = 0.711 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

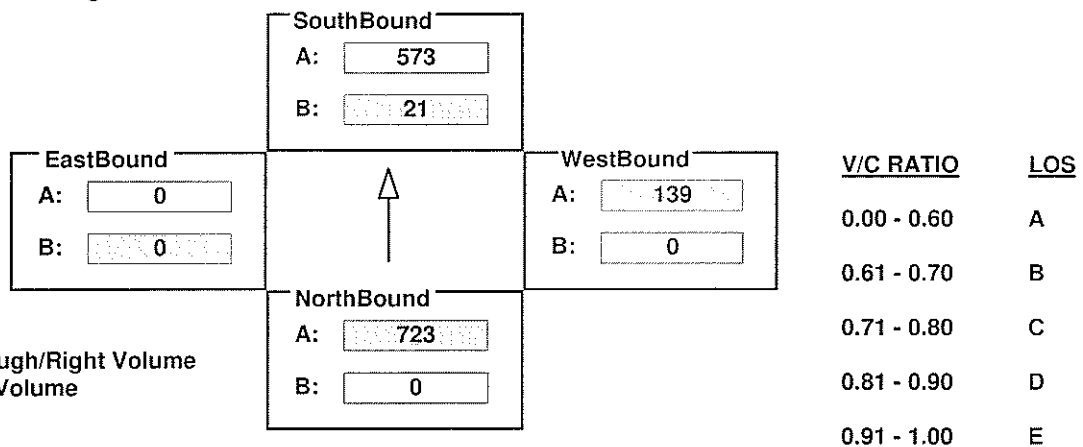
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2099	70	21	1720	0	1	0	139	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2099	70	21	1720	0	1	0	139	0	0	0
LANE	     			     			     			     		
		2	1	1	3				1			
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{723 + 21 + 139 + 0}{1200} = 0.736 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

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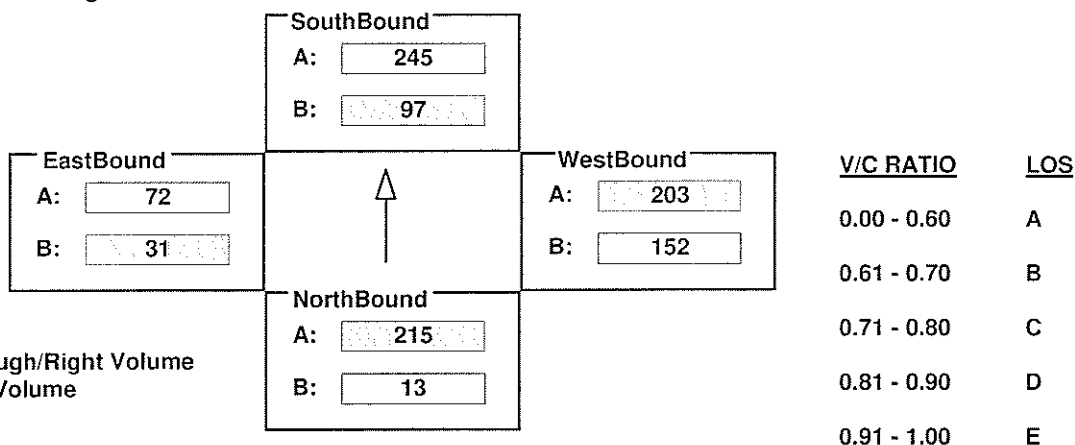
INTERSECTION DATA SUMMARY SHEET

N/S: Owensmouth Av W/E: Califa St I/S No: 57
 AM/PM: **PM** Comments: Existing 2007 Weekday Conditions
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	13	391	39	97	474	15	152	91	203	31	84	60
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	391	39	97	474	15	152	91	203	31	84	60
LANE												
	1	1	1	1	1	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{215 + 97 + 203 + 31}{1500} = 0.364 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Canoga Av W/E: Califa St I/S No: 58

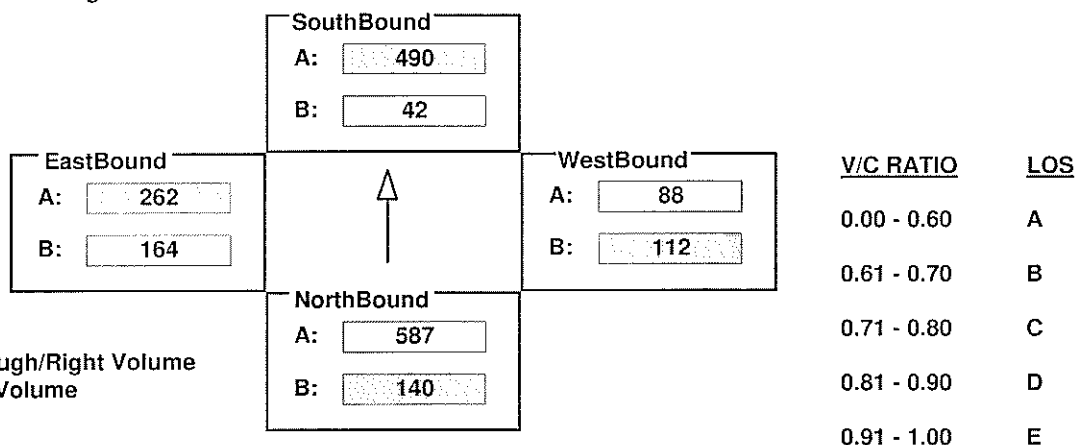
AM/PM: **PM** Comments: Existing 2007 Weekday Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	140	1654	106	42	1430	39	112	101	74	164	101	262
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	1654	106	42	1430	39	112	101	74	164	101	262
LANE	     	     	     	     								
	1	2	1	1	2	1	1	1	1	1	1	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{140 + 490 + 112 + 262}{1500} = 0.669 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

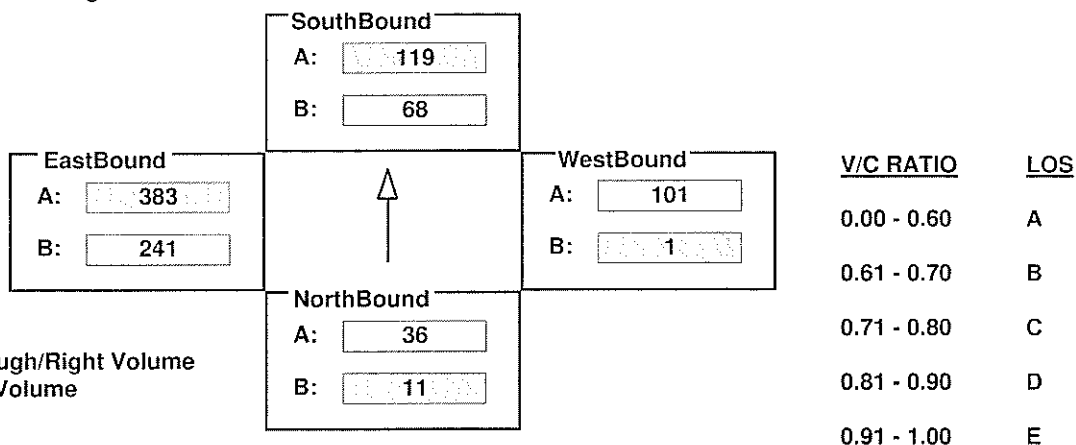
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	20	5	68	3	48	1	52	48	241	139	3
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	20	5	68	3	48	1	52	48	241	139	3
LANE												
Phasing												
RTOR												
SIGNAL	Perm			Auto			Perm			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{11 + 119 + 1 + 383}{1200} = 0.428 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

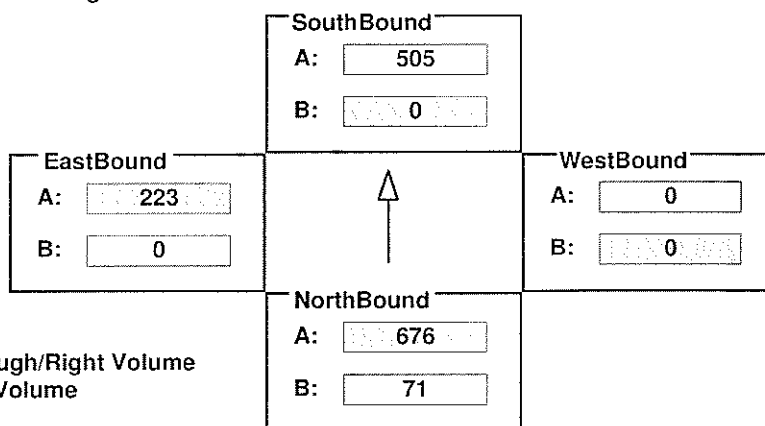
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	71	2027	0	0	1472	43	0	0	0	0	0	223
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	2027	0	0	1472	43	0	0	0	0	0	223
LANE	1	3			2	1						1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{676 + 0 + 0 + 223}{1200} = 0.749 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

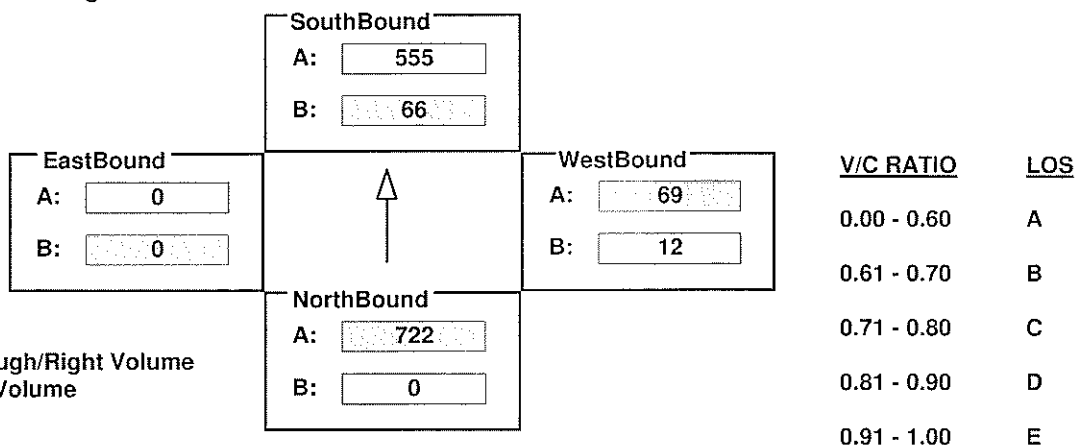
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	2131	34	66	1666	0	12	0	57	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	2131	34	66	1666	0	12	0	57	0	0	0
LANE	     			     			     			     		
		2	1	1	3				1			
Phasing			RTOR			RTOR			RTOR			RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{722 + 66 + 69 + 0}{1200} = 0.714 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

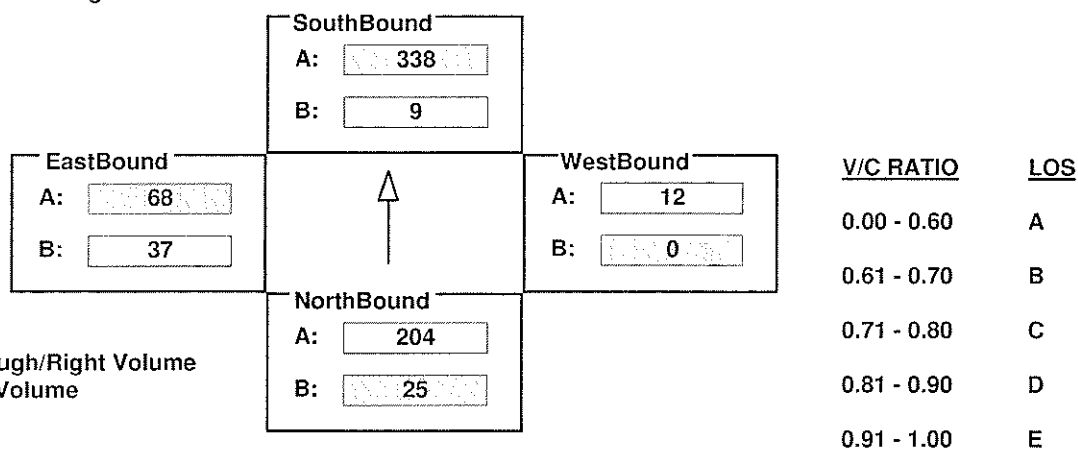
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	390	17	9	642	33	3	0	12	37	3	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	390	17	9	642	33	3	0	12	37	3	28
LANE												
	1	1	1	1	1	1			1		1	
Phasing												
RTOR												
SIGNAL	Perm			Auto			Perm			Auto		

Critical Movements Diagram



Results

$$\text{North/South Critical Movements} = B(N/B) + A(S/B)$$

$$\text{West/East Critical Movements} = B(W/B) + A(E/B)$$

$$V/C = \frac{25 + 338 + 0 + 68}{1200} = 0.359 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

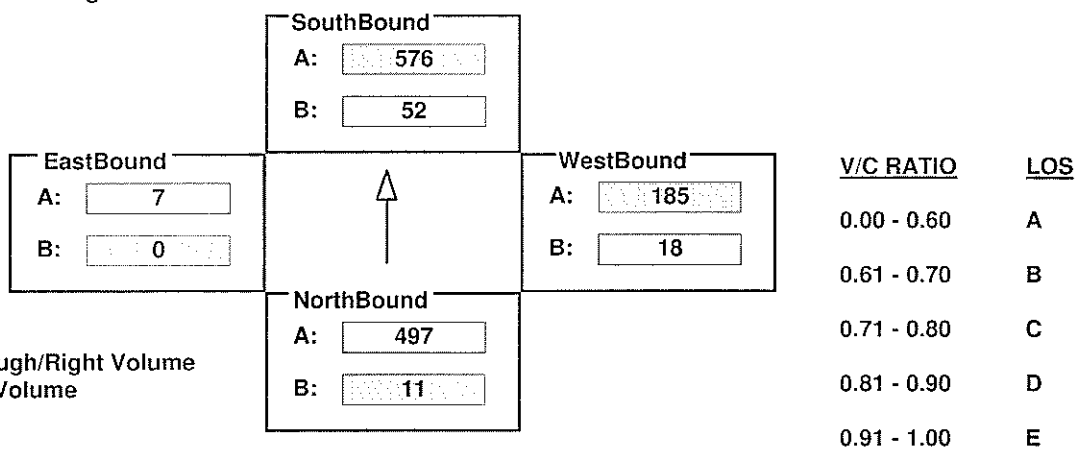
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	1469	23	52	1715	14	18	0	185	0	0	7
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	1469	23	52	1715	14	18	0	185	0	0	7
LANE												
	1	2	1	1	2	1	1		1		1	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{11 + 576 + 185 + 0}{1200} = 0.643 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

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INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

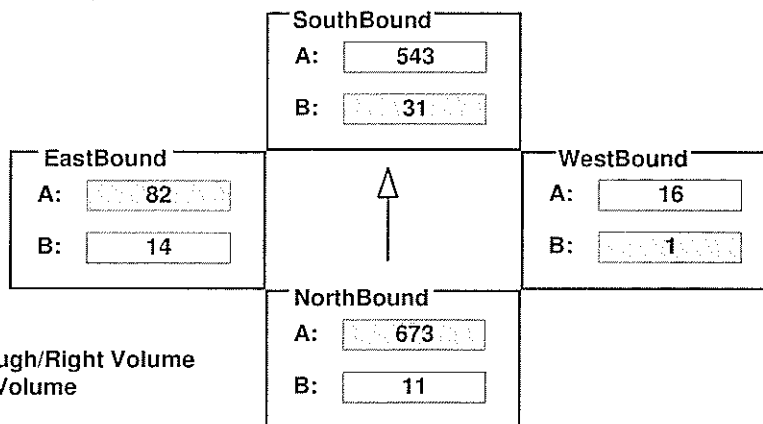
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	2019	36	31	1608	22	1	2	13	14	0	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	2019	36	31	1608	22	1	2	13	14	0	68
LANE	1	3	1	1	2	1	1	1	1	1	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{673 + 31 + 1 + 82}{1200} = 0.656 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

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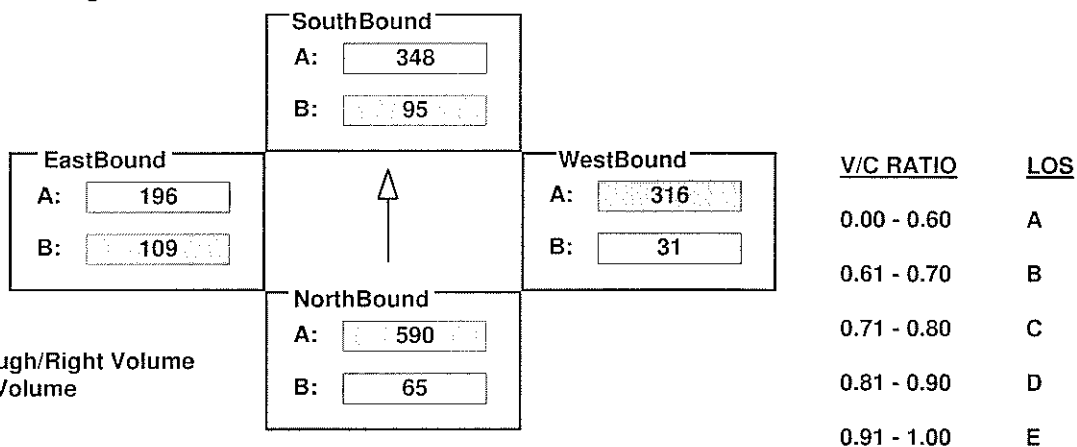
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	65	1132	47	95	616	80	31	235	81	109	196	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	65	1132	47	95	616	80	31	235	81	109	196	36
LANE												
	1	1	1	1	1	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{590 + 95 + 316 + 109}{1500} = 0.740 \quad \text{LOS} = C$$

INTERSECTION DATA SUMMARY SHEET

N/S:	US 101 WB Onramp	W/E:	Burbank BI	I/S No:	66
AM/PM:	PM	Comments:	Existing 2007 Weekday Conditions		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND										
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT								
EXISTING	0	0	0	0	0	0	1151	509	0	0	338	42								
AMBIENT																				
RELATED																				
PROJECT																				
TOTAL	0	0	0	0	0	0	1151	509	0	0	338	42								
LANE	      			      			      			      										
						1				2			1			1		1		
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR					
				Perm		Auto	Prot-Fix		Auto	Perm			Perm		Auto					

Critical Movements Diagram

Diagram illustrating the calculation of V/C Ratio and LOS for a four-way intersection. The intersection is shown with four approaches: NorthBound, SouthBound, EastBound, and WestBound. Each approach has two lanes: A (Adjusted Through/Right Volume) and B (Adjusted Left Volume). The intersection is controlled by a traffic signal with a North arrow pointing up.

Approach	Lane	Volume
NorthBound	A	0
NorthBound	B	0
SouthBound	A	0
SouthBound	B	0
EastBound	A	190
EastBound	B	0
WestBound	A	509
WestBound	B	633

Legend:
 A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)
 West/East Critical Movements = B(W/B) + A(E/B)

V/C = $\frac{0 + 0 + 633 + 190}{1425} = 0.578$ LOS = A

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

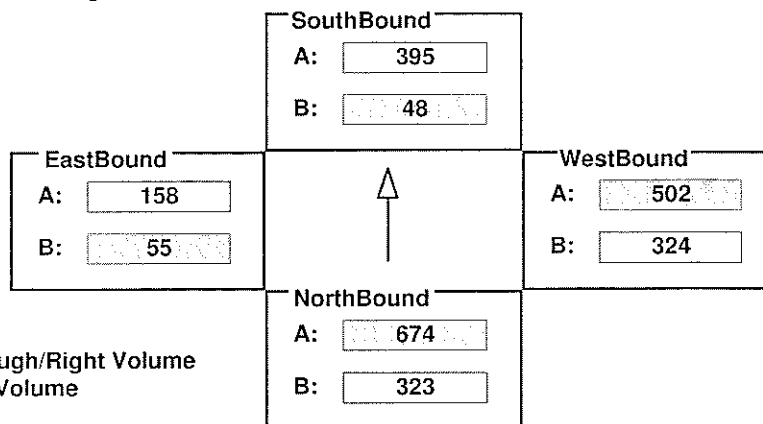
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	323	2021	296	48	1185	372	324	937	66	55	168	147
AMBIENT												
RELATED												
PROJECT												
TOTAL	323	2021	296	48	1185	372	324	937	66	55	168	147
LANE												
	1	3	1	1	3	1	1	1	1	1	1	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Prot-Fix		Auto	Prot-Fix		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{674 + 48 + 502 + 55}{1425} = 0.898 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	0	2008	0	0	1705	0	0	0	607	0	0	515
LANE	↶ ↷ ↶ ↷ ↶ ↷ 3			↶ ↷ ↶ ↷ ↶ ↷ 3			↶ ↷ ↶ ↷ ↶ ↷ 2			↶ ↷ ↶ ↷ ↶ ↷ 1		
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Free

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1

EastBound

A:

B:

SouthBound

A:

B:

WestBound

A:

B:

NorthBound

A:

B:

A = Adjusted Through/Right Volume

B = Adjusted Left Volume

* = ATSAC Benefit

V/C RATIO

LOS

0.00 - 0.60

A

0.61 - 0.70

B

0.71 - 0.80

C

0.81 - 0.90

D

0.91 - 1.00

E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = $\frac{669 + 0 + 334 + 0}{1200} = 0.836$

LOS = D

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APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Owensmouth Av

W/E: Burbank Bl

I/S No: 69

AM/PM: PM

Comments: Existing 2007 Weekday Conditions

COUNT DATE:

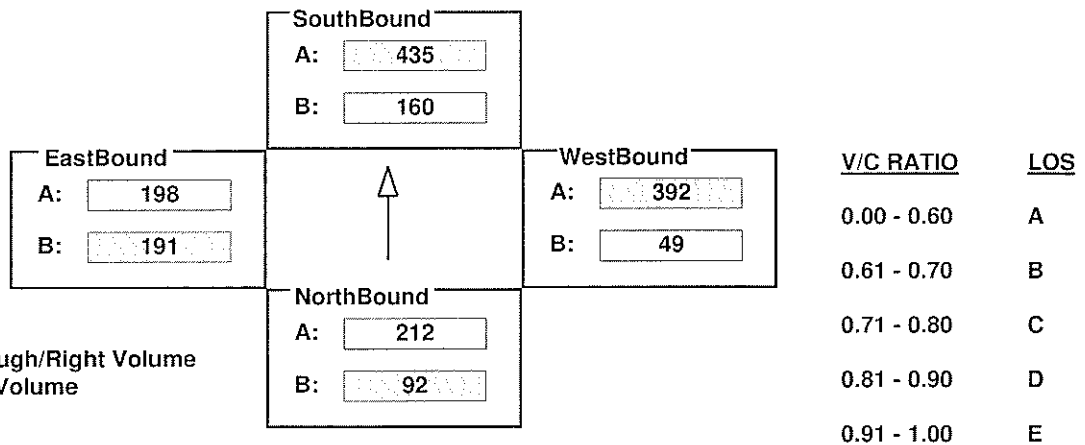
STUDY DATE:

GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	92	96	116	160	34	435	49	631	153	191	395	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	92	96	116	160	34	435	49	631	153	191	395	62
LANE												
	1		1	1	1	1	1	1	1	1	2	1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{92 + 435 + 392 + 191}{1500} = 0.740 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S:	Canoga Av	W/E:	Burbank Bl	I/S No:	70
AM/PM:	PM	Comments:	Existing 2007 Weekday Conditions		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	155	1392	76	81	1186	167	157	614	140	117	273	217
AMBIENT												
RELATED												
PROJECT												
TOTAL	155	1392	76	81	1186	167	157	614	140	117	273	217
LANE	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1	1 2 1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Prot-Fix		Auto	Prot-Fix		Auto	Perm		OLA	Perm		Auto

Critical Movements Diagram		V/C RATIO	LOS
SouthBound	A: 451 B: 81		
EastBound	A: 217 B: 117		
WestBound	A: 307 B: 157	0.00 - 0.60	A
NorthBound	A: 489 B: 155	0.61 - 0.70	B
		0.71 - 0.80	C
		0.81 - 0.90	D
		0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = $\frac{155 + 451 + 307 + 117}{1425} = 0.723$ LOS = C

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

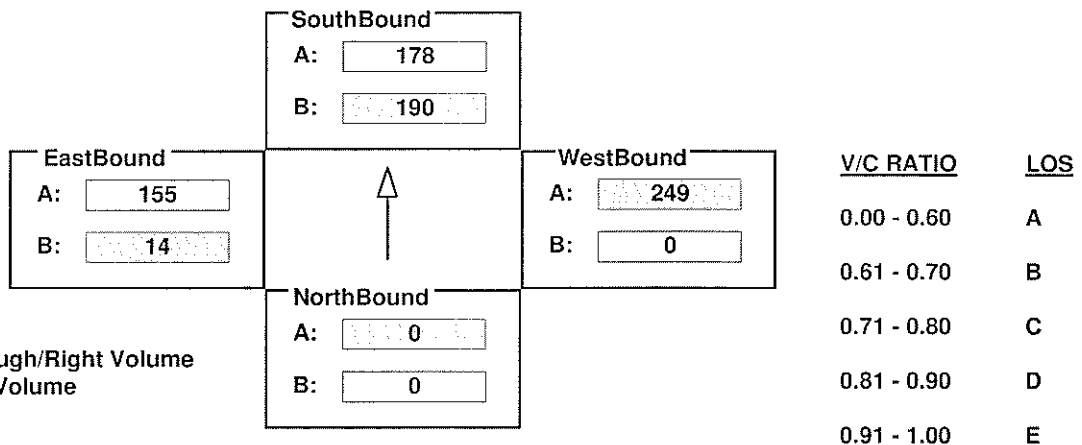
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **PM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	190	0	178	0	474	24	14	464	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	190	0	178	0	474	24	14	464	0
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 190 + 249 + 14}{1200} = 0.378 \quad LOS = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Warner Center LnW/E: Burbank BII/S No: 72AM/PM: PMComments: Existing 2007 Weekday ConditionsCOUNT DATE:STUDY DATE:GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	0	0	0	62	0	131	0	335	14	38	744	0
LANE												
					1			1	1		1	3
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

SouthBound

A: 193

B: 62

EastBound

A: 248

B: 38

WestBound

A: 175

B: 0

NorthBound

A: 0

B: 0

V/C RATIO

LOS

0.00 - 0.60A

0.61 - 0.70B

0.71 - 0.80C

0.81 - 0.90D

0.91 - 1.00E

A = Adjusted Through/Right Volume

B = Adjusted Left Volume

* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = 0 + 193 + 0 + 248 / 1200 = 0.368

LOS = A

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

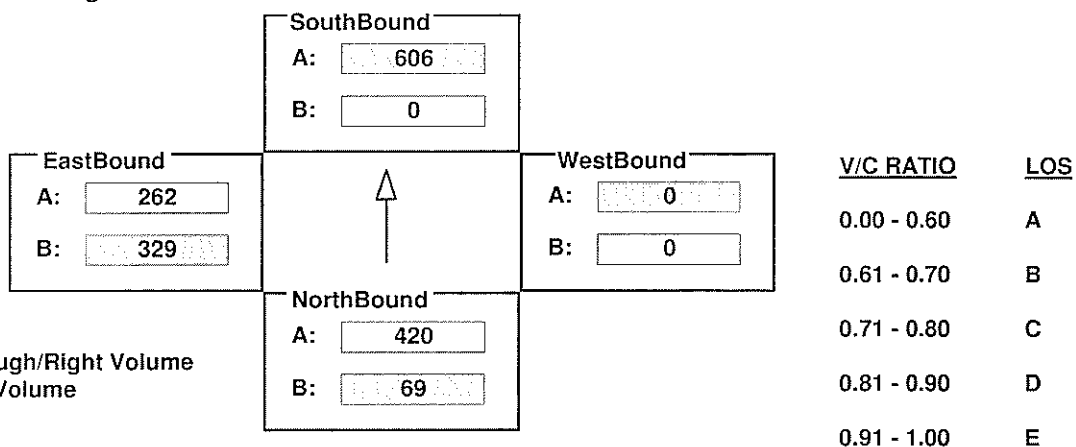
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	69	1260	0	0	1663	154	0	0	0	599	0	476
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	1260	0	0	1663	154	0	0	0	599	0	476
LANE												
	1	3			2	1				2		2
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{69 + 606 + 0 + 329}{1500} = 0.669 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

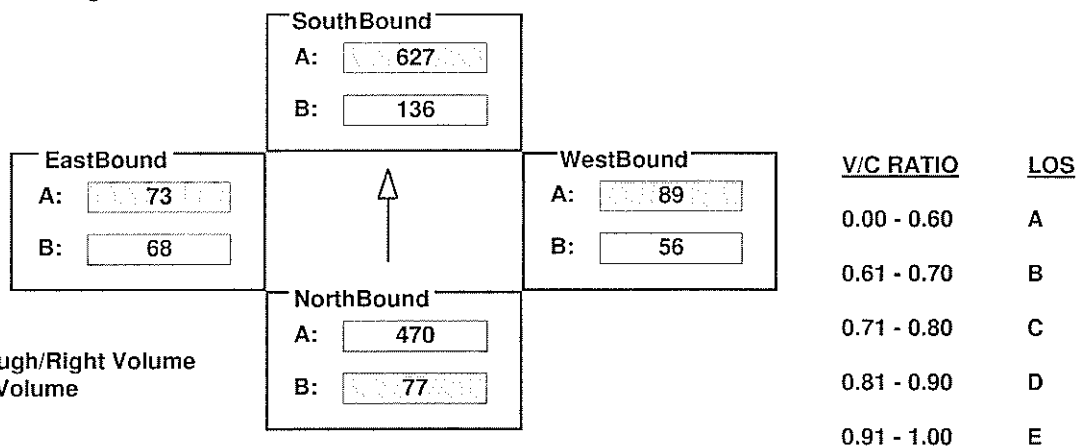
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	77	1332	77	136	1831	51	56	5	84	124	33	112
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	1332	77	136	1831	51	56	5	84	124	33	112
LANE	1	2	1	1	2	1	1		1	2	1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Fix	Auto		Prot-Fix	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{77 + 627 + 89 + 73}{1375} = 0.630 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

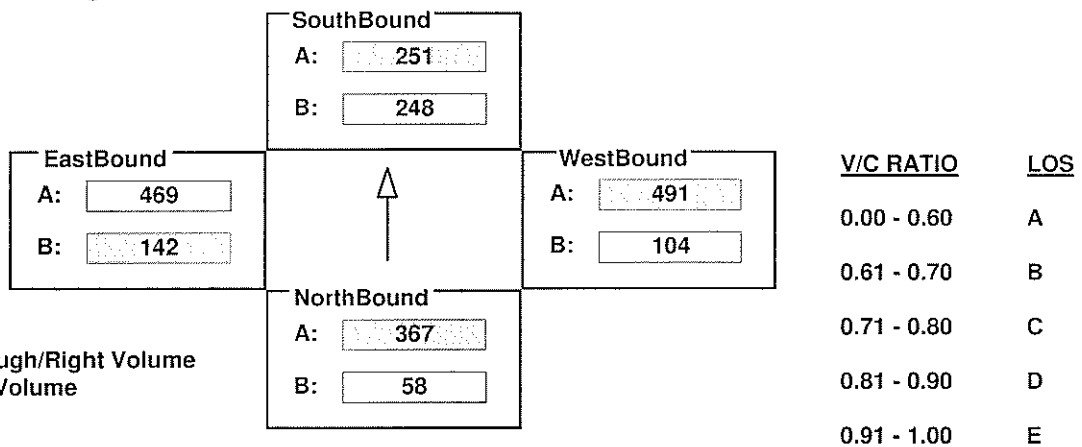
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: **PM** Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	475	143	363	133	251	104	1296	615	142	937	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	475	143	363	133	251	104	1296	615	142	937	51
LANE												
	1		1	1	1		1	3		1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Split		Auto	Split		Auto	Prot-Fix		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{367 + 251 + 491 + 142}{1375} = 0.910 \quad \text{LOS} = E$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

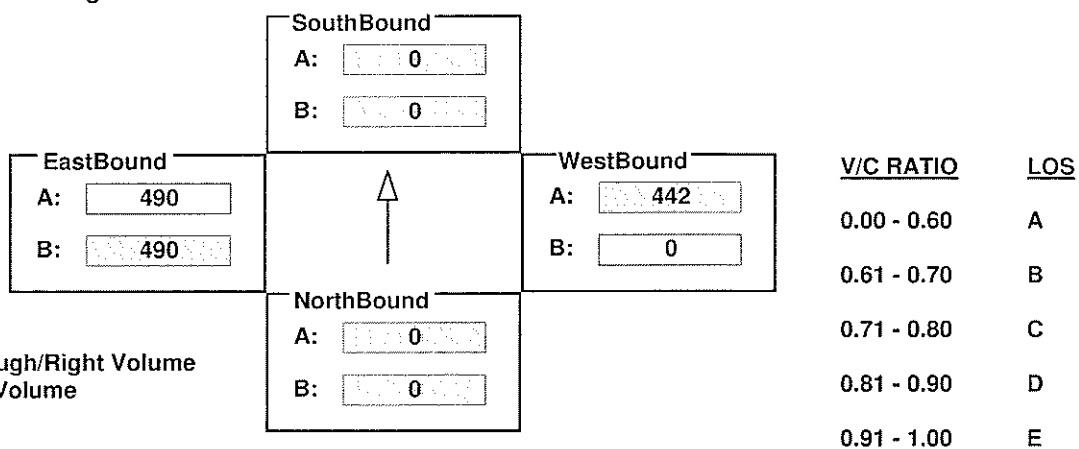
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
AM/PM: **PM** Comments:
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	1050	0	0	0	0	1254	72	542	927	4
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	1050	0	0	0	0	1254	72	542	927	4
LANE												
			1					2	1	1	1	
Phasing												
RTOR												
SIGNAL							Perm			Prot-Fix		
							Free			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = +

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{+ + 442 + 490}{1500} = 0.621 \quad LOS = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

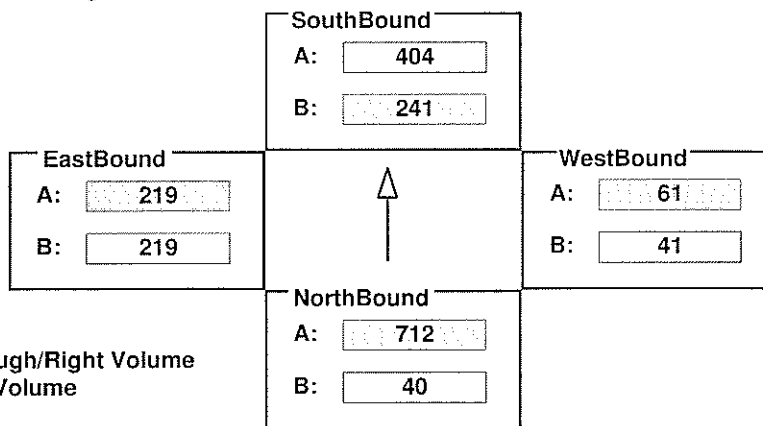
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: **PM** Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	2092	43	241	1053	160	41	20	257	334	51	53
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	2092	43	241	1053	160	41	20	257	334	51	53
LANE												
	1	2	1	1	2	1	1		1	1		
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Prot-Fix		Auto	Split		OLA	Split		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{712 + 241 + 61 + 219}{1375} = 0.897 \quad \text{LOS} = D$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

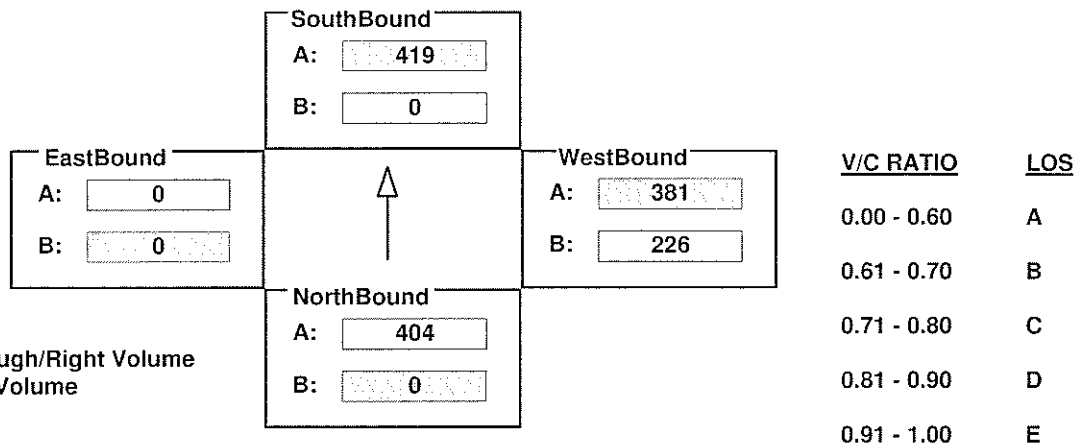
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	808	0	0	1676	0	226	0	693	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	808	0	0	1676	0	226	0	693	0	0	0
LANE	     	2		     	4		     	1		     	2	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 419 + 381 + 0}{1500} = 0.533 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

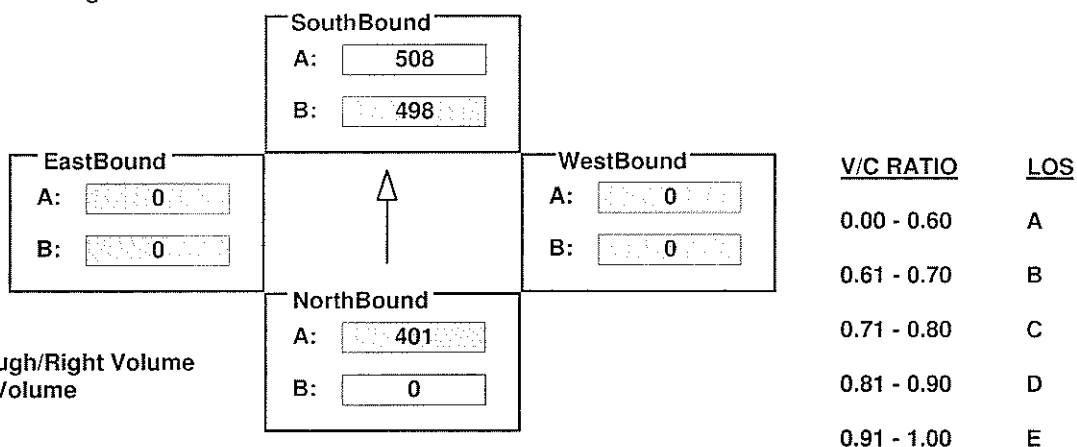
INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	802	305	906	1015	0	0	0	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	802	305	906	1015	0	0	0	0	0	0	0
LANE												
	2		1	2	2							
Phasing	RTOR		RTOR		RTOR		RTOR		RTOR		RTOR	
SIGNAL	Perm		Auto		Prot-Fix		Auto					

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = +

$$V/C = \frac{401 + 498 + }{1500} = 0.599 \quad \text{LOS} = A$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

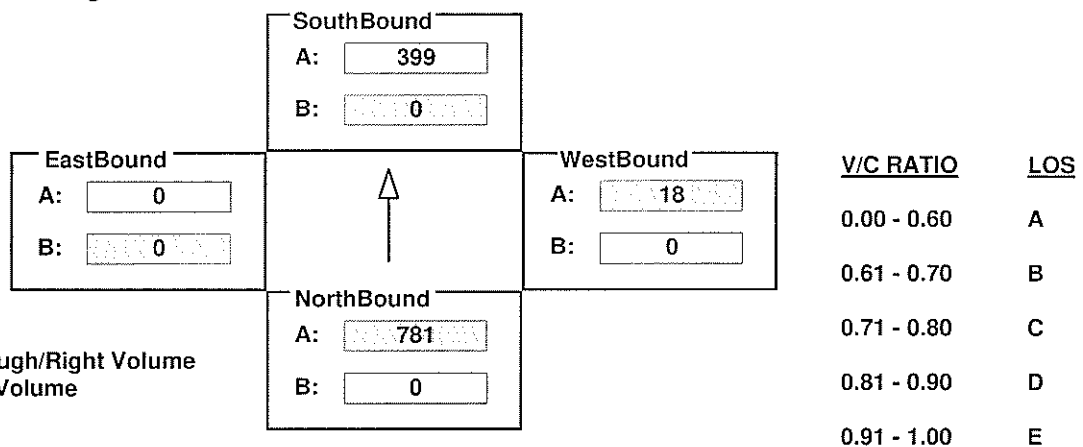
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1500	61	13	1996	0	0	0	18	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1500	61	13	1996	0	0	0	18	0	0	0
LANE	 	 	 	 	 	 	 	 	 	 	 	 
		1	1		5				1			
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{781 + 0 + 18 + 0}{1200} = 0.666 \quad \text{LOS} = B$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

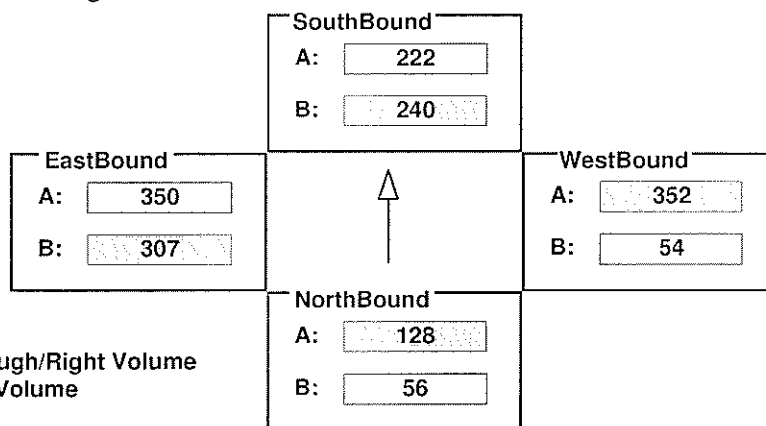
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	56	184	72	437	222	329	54	1056	421	307	984	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	56	184	72	437	222	329	54	1056	421	307	984	66
LANE												
	1	1	1	2	1	1	1	3	1	1	2	1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Split		Auto	Split		OLA	Perm		OLA	Prot-Fix		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{128 + 240 + 352 + 307}{1375} = 0.747 \quad \text{LOS} = C$$

APPENDIX G.5 - COUNT DATA

AEX_PM

CalcaDB

August 14, 2008 ,Thursday 12:07:45 PM

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
EXISTING AMBIENT RELATED PROJECT TOTAL	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	6	1453	1	9	1170	12	13	12	3	37	6	7
LANE	↶ ↷ ↶ ↷ ↶ ↷ ↶ ↷ 1 1			↶ ↷ ↶ ↷ ↶ ↷ ↶ ↷ 1 1			↶ ↷ ↶ ↷ ↶ ↷ ↶ ↷ 1			↶ ↷ ↶ ↷ ↶ ↷ ↶ ↷ 1		
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

EastBound

A:

B:

SouthBound

A:

B:

WestBound

A:

B:

NorthBound

A:

B:

A = Adjusted Through/Right Volume

B = Adjusted Left Volume

* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

V/C = $\frac{745 + 9 + 28 + 37}{1500} = 0.546$ LOS = A

APPENDIX G.6 MODEL DATA

2008 Existing Conditions - Model SED Input

TAZ	Population	Total Jobs	Retail Jobs	Office Jobs	Industrial Jobs	Agricultural	Construction	Manufacturing	Wholesale Trade	Transportation, Warehousing, Utilities	Retail Trade	Leisure and Hospitality Services	Information	Financial Activity	Professional and Business Services	Educational and Health Services	Public Administration	Other Services
1	0	3,574	1,118	1,791	665	0	42	598	11	4	815	291	85	1,165	358	159	13	32
2	0	1,000	313	501	186	0	12	167	3	1	228	82	24	326	100	44	4	9
3	0	764	140	445	179	0	36	80	29	26	74	58	110	89	118	105	17	23
4	3,553	973	178	567	228	0	46	102	37	33	95	74	140	113	150	133	21	29
5	0	2,574	784	1,319	472	0	57	346	32	20	533	234	73	670	275	247	37	52
6	1,811	367	112	188	67	0	8	49	5	3	76	33	10	96	39	35	5	7
7	1,458	3,414	626	1,990	798	0	162	359	128	116	332	260	491	396	527	468	74	101
8	1,116	685	126	400	160	0	32	72	26	23	67	52	98	80	106	94	15	20
9	0	1,579	481	809	289	0	35	212	20	12	327	143	45	411	168	151	23	32
10	0	1,354	412	694	248	0	30	182	17	10	280	123	38	353	144	130	20	27
11	306	1,223	224	713	286	0	58	129	46	41	119	93	176	142	189	168	27	36
12	0	707	130	412	165	0	33	74	27	24	69	54	102	82	109	97	15	21
13	0	3,197	482	2,252	463	8	92	214	88	31	228	224	147	583	567	836	88	91
14	0	3,971	598	2,797	575	10	114	266	109	39	283	278	182	724	705	1,038	110	113
15	0	1,284	122	991	172	3	15	106	38	5	51	66	56	343	285	284	19	13
16	0	246	23	190	33	1	3	20	7	1	10	13	11	66	55	54	4	2
17	972	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	1,647	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	5,985	567	4,618	800	14	71	494	178	23	240	307	260	1,596	1,330	1,324	88	59
20	3,087	1,762	265	1,241	255	4	50	118	49	17	125	123	81	321	313	461	49	50
21	0	4,464	423	3,444	596	10	53	368	133	17	179	229	194	1,191	992	988	66	44
22	0	706	218	355	133	0	7	119	4	0	162	54	17	228	71	32	3	7
23	0	12	3	8	1	0	1	0	0	0	1	2	0	1	3	3	0	1
24	0	125	29	83	12	0	6	2	1	1	10	17	2	12	34	32	0	7
25	0	104	35	54	15	0	6	1	3	1	15	15	13	7	16	14	0	12
26	0	189	63	98	28	0	12	2	6	1	28	28	24	12	29	26	0	22
Total	13,950	40,258	7,470	25,960	6,828	50	980	4,084	996	448	4,346	2,854	2,378	9,007	6,683	6,924	698	810
Job Type %			19%	66%	17%	0.1%	2.5%	10.4%	2.5%	1.1%	11.0%	7.2%	6.0%	22.8%	16.9%	17.6%	1.8%	2.1%

Employment Summary				
	Retail	Office	Industrial	Total
Employees	7,470	25,960	6,828	39,449
%	19%	66%	17%	100%

APPENDIX G.6 MODEL DATA

2035 No Build SCAG - Model SED Input

TAZ	Totals					Sub Categories													
	Population	Total Jobs	Retail Jobs	Office Jobs	Industrial Jobs	Agricultural	Construction	Manufacturing	Wholesale Trade	Transportation, Warehousing, Utilities	Retail Trade	Leisure and Hospitality Services	Information	Financial Activity	Professional and Business Services	Educational and Health Services	Public Administration	Other Services	
1	0	1,148	369	598	181	0	18	140	8	11	253	112	34	328	133	86	12	14	
2	0	1,014	326	528	160	0	16	123	8	9	223	98	30	290	118	76	10	12	
3	274	1,298	240	794	264	0	64	95	44	49	119	109	204	131	219	204	25	35	
4	1,172	5,546	1,025	3,392	1,128	0	271	407	188	211	509	466	873	559	934	871	106	151	
5	406	3,481	1,054	1,894	533	0	90	310	62	45	658	371	117	767	440	476	68	77	
6	472	4,041	1,224	2,198	619	0	104	360	72	53	764	430	136	890	511	552	79	89	
7	684	3,238	599	1,981	659	0	158	238	110	123	297	272	510	326	545	508	62	88	
8	579	2,741	507	1,677	558	0	134	201	93	104	251	231	431	276	462	430	52	75	
9	359	3,071	930	1,671	470	0	79	274	54	40	581	327	104	676	388	420	60	68	
10	357	3,058	926	1,664	468	0	79	272	54	40	578	325	103	673	387	418	60	68	
11	457	2,164	400	1,324	440	0	106	159	73	82	198	182	341	218	364	340	41	59	
12	217	1,026	190	627	209	0	50	75	35	39	94	86	161	103	173	161	20	28	
13	490	909	154	646	109	1	30	39	20	9	69	75	46	129	167	269	25	29	
14	556	1,030	174	732	124	1	34	44	23	11	78	85	52	147	189	305	29	33	
15	33	1,057	107	841	109	1	13	60	26	4	43	60	49	242	253	277	17	11	
16	13	428	43	340	44	1	5	24	11	2	17	24	20	98	102	112	7	4	
17	1,465	2,717	460	1,931	327	2	90	117	61	28	207	224	138	387	498	804	75	87	
18	1,204	2,233	378	1,586	269	2	74	96	50	23	170	184	113	318	409	661	62	71	
19	172	5,569	562	4,433	574	7	71	316	138	23	227	317	258	1,274	1,331	1,459	92	56	
20	1,732	3,212	543	2,282	387	3	107	138	72	33	245	265	163	457	588	951	89	103	
21	149	4,821	487	3,838	497	6	61	273	120	20	197	274	224	1,103	1,152	1,263	80	49	
22	1,062	107	34	56	16	0	2	13	1	0	23	10	3	31	13	8	1	2	
23	24	11	3	8	1	0	0	0	0	0	1	2	0	1	3	3	0	1	
24	73	34	8	23	3	0	1	0	0	0	3	5	1	3	9	9	0	2	
25	144	36	12	19	5	0	2	0	1	0	5	6	4	2	6	6	0	3	
26	191	47	15	25	6	0	3	1	1	0	6	7	6	3	8	7	0	5	
Total	12,283	54,037	10,769	35,108	8,160	24	1,664	3,777	1,325	963	5,817	4,546	4,122	9,431	9,400	10,676	1,073	1,219	
%			20%	65%	15%	0.0%	3.1%	7.0%	2.5%	1.8%	10.8%	8.4%	7.6%	17.5%	17.4%	19.8%	2.0%	2.3%	

Employment Summary				
	Retail	Office	Industrial	Total
Employees	10,769	35,108	8,160	54,037
%	20%	65%	15%	100%

APPENDIX G.6 MODEL DATA

2035 WC Build Out - Model SED Input

	Totals					Sub Categories													
TAZ	Population	Total Jobs	Retail Jobs	Office Jobs	Industrial Jobs	Agricultural	Construction	Manufacturing	Wholesale Trade	Transportation, Warehousing, Utilities	Retail Trade	Leisure and Hospitality Services	Information	Financial Activity	Professional and Business Services	Educational and Health Services	Public Administration	Other Services	
1	3,594	3,574	1,118	1,791	665	0	42	598	11	4	815	291	85	1,165	358	159	13	32	
2	9,233	3,482	384	3,090	7	0	0	0	0	0	377	0	400	93	1,680	900	9	22	
3	2,999	798	688	109	0	0	0	0	0	0	688	0	35	3	38	32	0	1	
4	9,155	834	205	628	1	0	0	0	0	0	203	0	204	19	219	183	3	4	
5	1,336	7,862	2,702	4,636	523	0	53	325	103	18	1,929	750	548	732	2,063	1,221	49	68	
6	3,102	4,539	513	4,018	8	0	0	0	0	0	505	0	567	121	2,135	1,170	17	23	
7	4,896	5,307	387	4,514	406	0	81	180	64	58	234	130	1,386	304	1,490	1,258	52	71	
8	3,990	2,965	135	2,824	5	0	0	0	0	0	130	0	915	85	984	822	12	16	
9	2,142	9,813	4,111	5,458	244	0	0	0	234	0	4,100	0	771	164	2,900	1,589	23	32	
10	1,250	3,271	517	2,523	231	0	27	167	15	9	392	113	302	380	1,135	668	26	36	
11	3,242	6,193	580	5,432	180	0	18	40	95	13	537	29	1,743	201	1,874	1,569	31	41	
12	2,198	2,398	266	1,968	164	0	27	61	47	20	213	44	612	116	658	554	20	26	
13	0	3,197	482	2,252	463	8	92	214	88	31	228	224	147	583	567	836	88	91	
14	0	4,425	724	3,136	566	9	112	262	108	38	413	273	232	724	899	1,133	110	113	
15	1,447	3,186	270	2,727	189	2	12	87	77	4	210	54	256	339	1,310	790	27	18	
16	871	1,402	133	1,082	187	3	17	116	42	5	56	72	61	374	312	310	21	14	
17	972	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18	1,647	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19	3,445	10,841	853	9,166	823	12	62	430	275	20	561	268	791	1,544	4,051	2,649	108	72	
20	3,087	1,762	265	1,241	255	4	50	118	49	17	125	123	81	321	313	461	49	50	
21	0	8,455	631	7,095	729	11	58	400	221	19	361	249	578	1,395	2,962	2,048	92	61	
22	0	3,754	933	2,703	119	0	6	101	4	0	879	46	333	266	1,359	727	9	23	
23	0	12	3	8	1	0	1	0	0	0	1	2	0	1	3	3	0	1	
24	0	756	178	504	75	0	35	12	9	3	61	102	15	73	204	196	1	45	
25	0	104	35	54	15	0	6	1	3	1	15	15	13	7	16	14	0	12	
26	0	189	63	98	28	0	12	2	6	1	28	28	24	12	29	26	0	22	
Total	58,608	89,118	16,174	67,057	5,887	51	711	3,115	1,450	262	13,063	2,813	10,098	9,025	27,558	19,318	760	895	
		Job Type %	18%	75%	7%	0.1%	0.8%	3.5%	1.6%	0.3%	14.7%	3.2%	11.3%	10.1%	30.9%	21.7%	0.9%	1.0%	

Employment Summary				
	Retail	Office	Industrial	Total
Employees	16,174	67,057	5,887	89,118
%	18%	75%	7%	100%

APPENDIX G.6 MODEL DATA

Warner Center Model Vehicle Trips Generated - 24 Hour Period

TAZ	2008 Existing Warner Center Generated Trips					2035 No Project Warner Center Generated Trips					2035 With Project Warner Center Generated Trips				
	AM Period (6:00 A.M. to 9:00 A.M.)	Midday Period (9:00 A.M. to 3:00 P.M.)	PM Period (3:00 P.M. to 7:00 P.M.)	Night Period (7:00 P.M. to 6:00 A.M.)	Total 24 Hr	AM Period (6:00 A.M. to 9:00 A.M.)	Midday Period (9:00 A.M. to 3:00 P.M.)	PM Period (3:00 P.M. to 7:00 P.M.)	Night Period (7:00 P.M. to 6:00 A.M.)	Total 24 Hr	AM Period (6:00 A.M. to 9:00 A.M.)	Midday Period (9:00 A.M. to 3:00 P.M.)	PM Period (3:00 P.M. to 7:00 P.M.)	Night Period (7:00 P.M. to 6:00 A.M.)	Total 24 Hr
17	628	934	1,096	575	3,234	2,351	4,466	4,485	2,019	13,321	537	812	932	513	2,793
5	2,033	4,759	4,360	1,840	12,993	2,438	5,681	5,216	2,306	15,641	5,010	11,870	10,658	4,687	32,226
1	2,749	6,608	5,954	2,550	17,861	936	2,148	2,035	865	5,984	3,154	6,888	6,492	2,923	19,456
7	3,253	6,119	6,072	2,673	18,118	2,294	4,492	4,450	1,945	13,180	4,402	7,018	7,464	3,460	22,344
19	3,911	6,601	6,917	2,896	20,325	2,950	5,249	5,571	2,306	16,076	6,072	10,033	10,646	4,605	31,356
2	955	2,148	2,024	901	6,027	737	1,707	1,686	714	4,845	3,359	5,887	6,127	2,891	18,264
3	722	1,327	1,413	579	4,040	986	1,903	1,995	851	5,735	1,849	4,229	3,821	1,891	11,789
4	2,843	4,647	4,789	2,492	14,771	3,897	7,824	7,790	3,365	22,876	3,945	6,481	6,554	3,594	20,573
6	1,169	2,060	2,131	1,099	6,459	2,697	6,380	5,901	2,601	17,579	3,002	5,373	5,471	2,504	16,352
8	1,282	2,164	2,271	1,103	6,820	1,920	3,831	3,841	1,653	11,246	2,835	4,431	4,756	2,275	14,297
9	1,302	3,005	2,791	1,188	8,286	1,992	4,780	4,443	1,967	13,182	5,937	16,128	13,717	6,107	41,887
10	1,155	2,613	2,460	1,045	7,274	1,976	4,678	4,387	1,933	12,974	1,862	3,509	3,510	1,585	10,465
11	1,192	2,200	2,250	981	6,623	1,463	2,875	2,939	1,278	8,555	3,758	6,383	6,644	2,941	19,726
12	667	1,224	1,310	534	3,736	788	1,493	1,594	681	4,556	1,897	3,195	3,366	1,534	9,993
13	2,251	4,294	4,318	1,722	12,585	816	1,495	1,602	706	4,619	1,580	2,946	3,003	1,218	8,748
14	2,739	5,249	5,244	2,100	15,333	902	1,651	1,765	778	5,097	2,150	4,143	4,138	1,679	12,110
15	958	1,550	1,734	712	4,954	652	1,101	1,280	525	3,558	1,894	3,119	3,374	1,472	9,859
16	324	466	621	246	1,656	349	541	700	276	1,866	979	1,557	1,754	768	5,057
18	928	1,390	1,595	858	4,771	1,837	3,490	3,570	1,600	10,497	673	1,028	1,160	644	3,507
20	2,779	4,770	4,972	2,403	14,925	2,903	5,483	5,453	2,458	16,297	2,335	4,051	4,181	2,054	12,622
21	2,999	5,087	5,327	2,244	15,656	2,794	4,880	5,037	2,121	14,832	4,374	7,247	7,746	3,113	22,479
22	681	1,478	1,464	600	4,223	659	1,101	1,231	613	3,604	2,320	5,301	4,936	2,024	14,580
23	175	210	364	128	877	179	224	371	138	913	182	219	380	135	915
24	253	387	520	191	1,351	203	273	412	160	1,048	629	1,182	1,268	485	3,564
25	247	398	522	189	1,356	252	350	498	202	1,303	256	393	537	196	1,381
26	331	598	705	259	1,893	293	416	574	236	1,520	334	575	707	260	1,876
Total	38,526	72,287	73,225	32,109	216,148	39,265	78,512	78,826	34,297	230,901	65,323	123,999	123,340	55,557	368,219
%	18%	33%	34%	15%		17%	34%	34%	15%		18%	34%	33%	15%	

APPENDIX G.6 MODEL DATA

Warner Center AM Peak Hour Trips

TAZ	2008 Existing Warner Center Trips Modeled				2035 No Project Trips Modeled - Without TDM Auto Trip Reduction				2035 No Project Trips With TDM Auto Trip Reduction				2035 With Project Trips Modeled - Without TOD Transit Auto Trip Reduction				2035 With Project Trips With TOD Transit Auto Trip Reduction			
	Zone Internal	WC Internal	External	Total Veh Trips	Zone Internal	WC Internal	External	Total Veh Trips	Zone Internal	WC Internal	External	Total Veh Trips	Zone Internal	WC Internal	External	Total Veh Trips	Zone Internal	WC Internal	External	Total Veh Trips
1	4	47	187	239	40	198	787	1,026	32	157	704	894	4	66	175	245	3	48	153	204
2	8	95	670	773	22	169	888	1,079	17	134	776	927	76	577	1,668	2,321	56	408	1,440	1,904
3	12	117	916	1,045	1	47	329	377	1	38	316	355	40	339	936	1,315	36	269	893	1,198
4	53	210	972	1,236	22	161	829	1,012	18	127	727	872	135	655	1,281	2,071	98	460	1,114	1,673
5	22	169	1,296	1,486	22	181	1,153	1,356	17	137	967	1,121	209	801	1,970	2,980	139	533	1,636	2,308
6	1	39	322	363	1	42	298	341	1	30	249	280	62	514	1,140	1,715	38	331	907	1,276
7	1	29	245	274	4	62	384	449	3	46	326	375	39	297	598	934	25	194	484	702
8	51	166	864	1,080	49	210	1,523	1,782	38	163	1,280	1,481	141	506	1,309	1,956	89	331	1,078	1,499
9	13	93	339	444	25	194	1,015	1,235	19	150	855	1,025	48	419	1,014	1,481	31	279	830	1,141
10	16	85	386	487	18	128	729	875	13	99	617	730	87	423	897	1,408	57	280	740	1,077
11	3	61	431	495	17	152	771	939	12	114	631	757	134	780	2,145	3,059	80	492	1,684	2,256
12	2	56	381	439	16	156	770	943	12	116	624	751	18	253	694	965	10	159	538	707
13	6	66	381	453	13	115	567	695	9	84	462	556	120	600	1,259	1,979	70	371	987	1,428
14	1	28	225	253	4	56	309	369	3	40	257	299	45	303	642	990	27	189	505	721
15	10	106	740	855	5	70	306	382	4	50	256	310	7	176	627	810	4	111	485	600
16	14	138	889	1,041	6	83	337	427	5	59	280	343	13	260	842	1,114	8	162	647	817
17	1	39	324	364	1	42	267	310	1	28	219	248	30	284	679	993	18	176	526	720
18	0	10	113	123	0	21	144	165	0	12	120	133	9	143	363	515	5	88	278	372
19	11	90	251	353	27	175	647	849	20	132	546	698	8	116	220	344	5	75	176	256
20	66	221	769	1,056	51	231	925	1,208	45	191	867	1,103	46	285	666	997	40	223	625	887
21	12	122	1,006	1,140	15	147	1,025	1,187	12	118	932	1,062	29	358	1,519	1,906	23	267	1,372	1,662
22	1	27	231	259	8	65	212	284	6	48	196	250	10	210	789	1,009	8	157	716	881
23	0	4	63	66	0	9	62	71	0	4	64	68	0	9	64	73	0	7	62	69
24	0	8	88	96	0	13	74	86	0	7	70	77	1	56	218	274	1	41	197	239
25	0	8	86	94	0	15	85	100	0	9	86	96	0	17	87	104	0	13	84	97
26	0	11	114	126	0	16	100	117	0	10	101	111	0	22	112	135	0	18	109	127
Total	308	2,044	12,288	14,640	369	2,758	14,537	17,664	286	2,105	12,529	14,921	1,309	8,468	21,913	31,691	872	5,686	18,266	24,823
%	2%	14%	84%		2%	16%	82%		2%	14%	84%		4%	27%	69%		4%	23%	74%	

APPENDIX G.6 MODEL DATA

Warner Center PM Peak Hour Trips

TAZ	2008 Existing Warner Center Trips Modeled				2035 No Project Trips Modeled - Without TDM Auto Trip Reduction				2035 No Project Trips With TDM Auto Trip Reduction				2035 With Project Trips Modeled - Without TOD Transit Auto Trip Reduction				2035 With Project Trips With TOD Transit Auto Trip Reduction			
	Zone Internal	WC Internal	External	Total Veh Trips	Zone Internal	WC Internal	External	Total Veh Trips	Zone Internal	WC Internal	External	Total Veh Trips	Zone Internal	WC Internal	External	Total Veh Trips	Zone Internal	WC Internal	External	Total Veh Trips
1	21	219	1,427	1,667	2	86	518	607	42	242	972	1,256	68	568	1,365	2,002	3	64	194	261
2	2	70	494	567	2	76	470	547	28	234	1,198	1,461	82	760	1,479	2,320	91	708	2,185	2,984
3	1	48	346	396	5	102	533	640	2	70	498	570	58	480	890	1,428	62	450	1,305	1,818
4	55	235	1,051	1,341	79	369	2,051	2,499	24	204	1,017	1,246	159	717	1,536	2,412	109	625	1,356	2,090
5	13	174	1,033	1,221	36	299	1,343	1,678	26	223	1,311	1,560	124	1,003	2,528	3,656	172	768	2,040	2,981
6	15	131	451	597	42	343	1,535	1,920	1	56	415	472	61	613	1,323	1,997	50	489	1,176	1,715
7	70	320	1,310	1,700	31	260	1,130	1,421	4	76	478	559	149	891	1,559	2,599	37	313	720	1,070
8	17	121	498	636	25	214	1,001	1,240	60	284	1,838	2,181	91	575	1,083	1,749	101	470	1,265	1,835
9	5	111	665	782	28	268	1,173	1,469	31	263	1,358	1,652	237	1,450	3,546	5,233	40	408	1,084	1,532
10	4	100	585	689	27	273	1,165	1,465	19	164	892	1,075	24	388	937	1,349	59	380	892	1,332
11	8	102	520	630	17	183	776	976	20	201	1,023	1,244	144	852	1,593	2,589	141	915	2,785	3,841
12	1	46	319	367	5	89	431	525	19	202	1,008	1,228	51	429	818	1,299	14	243	726	983
13	16	179	1,014	1,209	6	107	423	536	12	135	676	823	11	284	846	1,141	84	528	1,248	1,860
14	24	229	1,216	1,468	8	124	463	596	3	65	378	446	21	420	1,149	1,590	31	269	643	943
15	2	61	422	486	1	64	356	422	5	76	367	449	36	405	867	1,307	7	180	654	841
16	0	16	158	174	0	31	200	232	6	89	400	494	10	202	468	681	12	263	883	1,159
17	4	62	241	307	52	305	1,062	1,419	1	45	312	358	3	89	222	315	21	252	672	945
18	11	116	319	447	35	263	876	1,174	0	20	176	196	8	153	277	438	6	125	360	491
19	36	270	1,632	1,937	34	295	1,473	1,802	26	198	776	999	260	1,152	2,455	3,867	5	99	221	325
20	78	308	1,006	1,392	68	357	1,251	1,675	59	296	1,171	1,527	53	410	859	1,322	46	319	806	1,171
21	19	197	1,275	1,491	23	246	1,317	1,586	19	194	1,197	1,410	48	562	1,890	2,500	39	419	1,710	2,169
22	1	49	360	410	8	93	288	388	6	73	265	345	17	375	1,197	1,589	14	280	1,088	1,382
23	0	6	96	102	0	12	96	108	0	7	97	104	0	14	98	112	0	11	95	106
24	0	13	133	146	0	17	111	129	0	11	105	115	1	94	314	409	1	70	284	355
25	0	13	133	146	0	21	125	145	0	14	125	139	0	28	133	161	0	22	128	150
26	0	19	178	197	0	23	145	168	0	16	144	161	0	38	173	211	0	30	168	198
Total	403	3,219	16,881	20,503	536	4,519	20,310	25,365	414	3,459	18,198	22,071	1,717	12,954	29,606	44,276	1,146	8,702	24,688	34,535
%	2%	16%	82%		2%	18%	80%		2%	16%	82%		4%	29%	67%		3%	25%	71%	

APPENDIX G.6 MODEL DATA

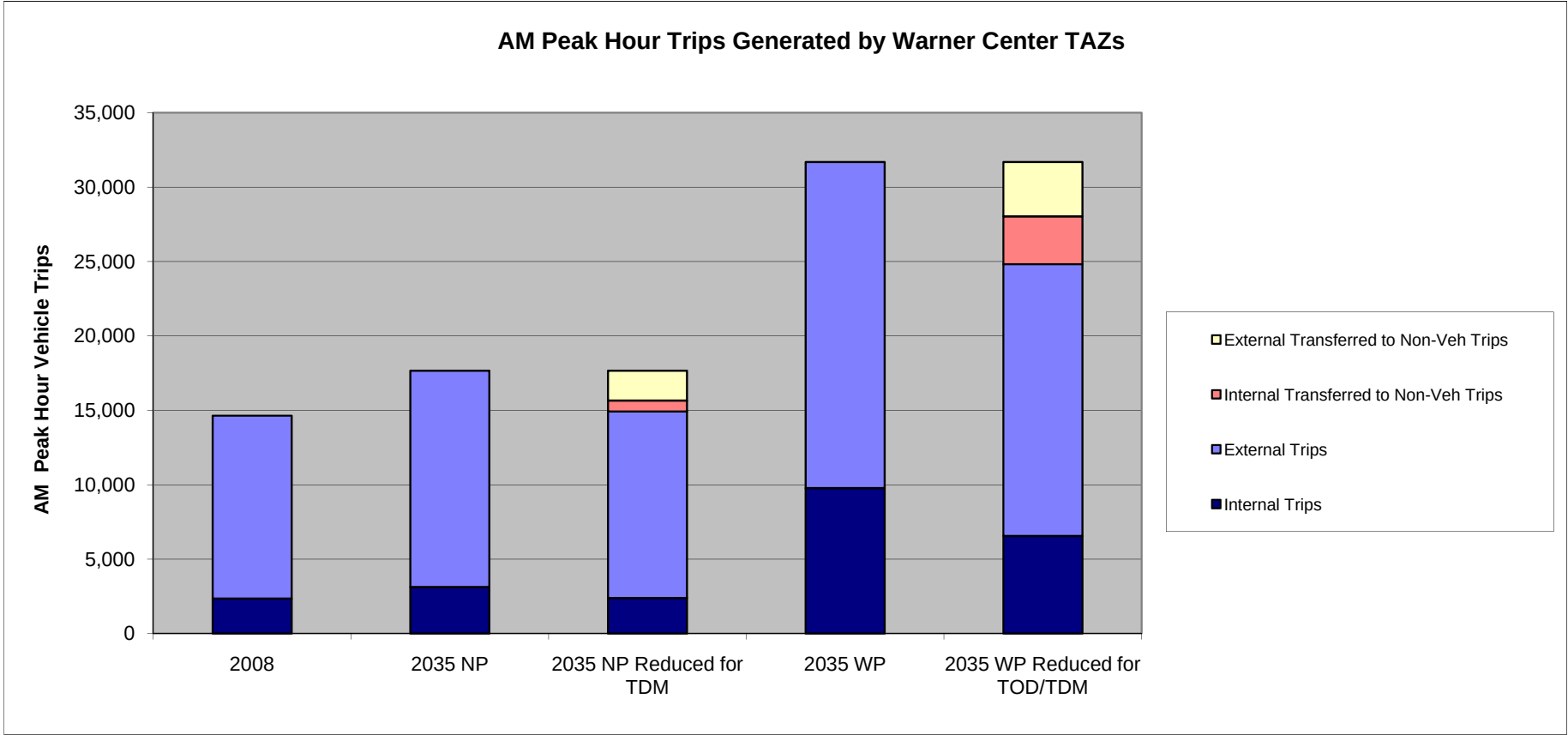
Warner Center Model Trips Generated by Zone - AM Peak Hour

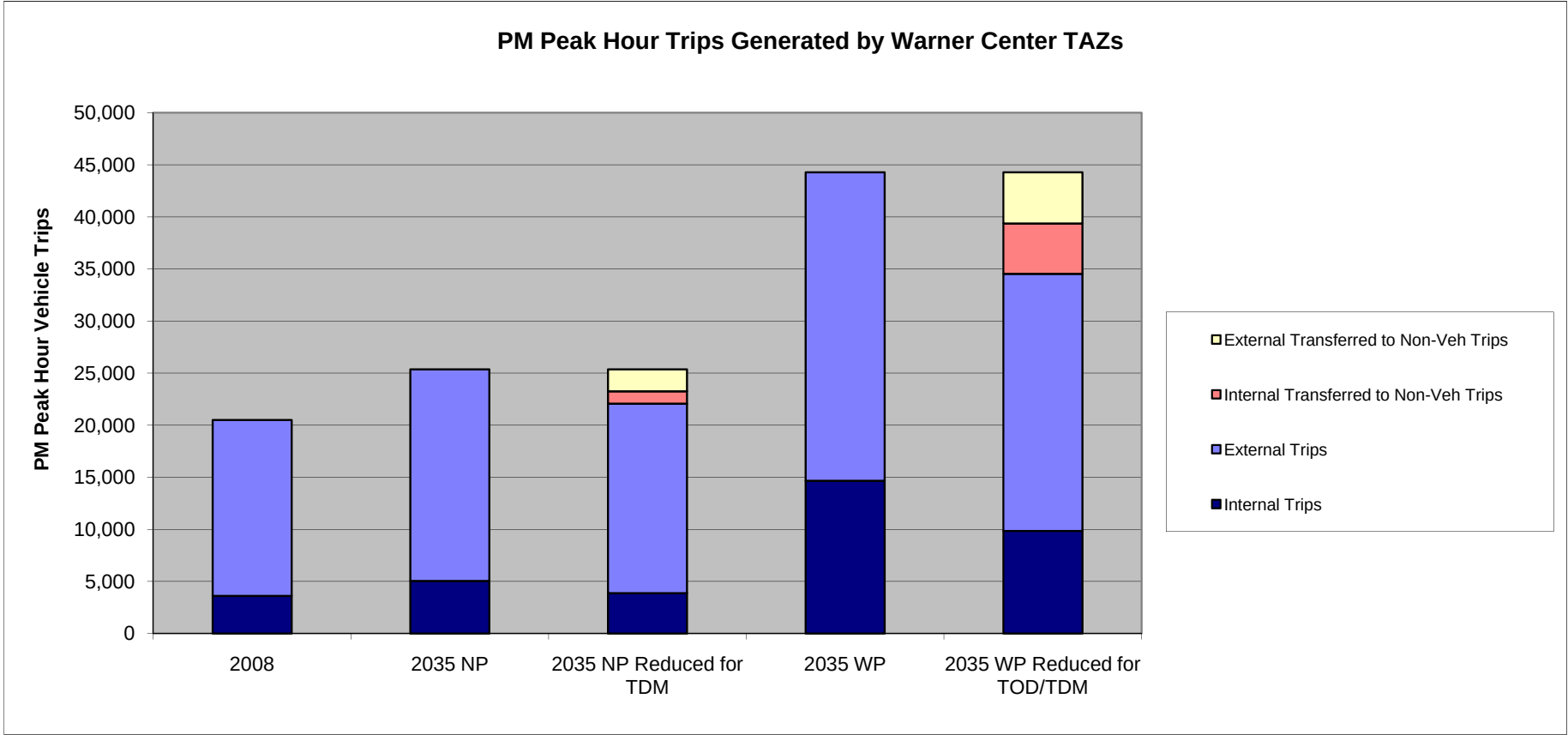
TAZ	Modeled Veh Trips					Modeled Veh Trips with TOD/TDM Reductions				
	2008	2035 NP	2035 WP	Δ 2035 NP-2035 WP	Δ 2008-2035 WP	2008	2035 NP	2035 WP	Δ 2035 NP-2035 WP	Δ 2008-2035 WP
1	1,045	377	1,315	938	270	1,045	355	1,198	843	154
2	363	341	1,715	1,374	1,353	363	280	1,276	996	914
3	274	449	934	484	660	274	375	702	328	428
4	1,080	1,782	1,956	174	876	1,080	1,481	1,499	18	419
5	773	1,079	2,321	1,241	1,548	773	927	1,904	977	1,131
6	444	1,235	1,481	246	1,036	444	1,025	1,141	116	697
7	1,236	1,012	2,071	1,059	835	1,236	872	1,673	801	437
8	487	875	1,408	533	921	487	730	1,077	348	590
9	495	939	3,059	2,119	2,564	495	757	2,256	1,499	1,761
10	439	943	965	22	526	439	751	707	-44	269
11	453	695	1,979	1,284	1,526	453	556	1,428	872	975
12	253	369	990	622	737	253	299	721	422	468
13	855	382	810	428	-46	855	310	600	290	-255
14	1,041	427	1,114	688	74	1,041	343	817	474	-224
15	364	310	993	683	629	364	248	720	472	356
16	123	165	515	350	392	123	133	372	239	249
17	239	1,026	245	-781	6	239	894	204	-690	-35
18	353	849	344	-506	-9	353	698	256	-442	-97
19	1,486	1,356	2,980	1,625	1,494	1,486	1,121	2,308	1,186	821
20	1,056	1,208	997	-212	-59	1,056	1,103	887	-216	-169
21	1,140	1,187	1,906	718	766	1,140	1,062	1,662	600	522
22	259	284	1,009	725	750	259	250	881	631	623
23	66	71	73	2	7	66	68	69	1	3
24	96	86	274	188	178	96	77	239	162	143
25	94	100	104	3	10	94	96	97	1	3
26	126	117	135	18	9	126	111	127	15	1
TOTALS	14,640	17,664	31,691	14,027	17,051	14,640	14,921	24,823	9,902	10,183

APPENDIX G.6 MODEL DATA

Warner Center Model Trips Generated by Zone - PM Peak Hour

TAZ	Modeled Veh Trips					Modeled Veh Trips with TOD/TDM Reductions				
	2008	2035 NP	2035 WP	Δ 2035 NP-2035 WP	Δ 2008-2035 WP	2008	2035 NP	2035 WP	Δ 2035 NP-2035 WP	Δ 2008-2035 WP
1	1,667	640	1,428	788	-239	1,667	570	1,818	1,248	151
2	567	1,920	1,997	77	1,430	567	472	1,715	1,243	1,149
3	396	1,421	2,599	1,178	2,203	396	559	1,070	511	674
4	1,341	1,240	1,749	509	408	1,341	2,181	1,835	-346	494
5	1,221	547	2,320	1,773	1,100	1,221	1,461	2,984	1,524	1,764
6	597	1,469	5,233	3,764	4,636	597	1,652	1,532	-120	935
7	1,700	2,499	2,412	-87	712	1,700	1,246	2,090	844	390
8	636	1,465	1,349	-116	713	636	1,075	1,332	256	696
9	782	976	2,589	1,613	1,807	782	1,244	3,841	2,597	3,059
10	689	525	1,299	774	610	689	1,228	983	-246	294
11	630	536	1,141	605	511	630	823	1,860	1,037	1,230
12	367	596	1,590	995	1,223	367	446	943	496	576
13	1,209	422	1,307	886	98	1,209	449	841	392	-368
14	1,468	232	681	450	-787	1,468	494	1,159	664	-310
15	486	1,419	315	-1,104	-171	486	358	945	586	459
16	174	1,174	438	-736	265	174	196	491	295	317
17	307	607	2,002	1,396	1,695	307	1,256	261	-995	-46
18	447	1,802	3,867	2,065	3,420	447	999	325	-675	-122
19	1,937	1,678	3,656	1,978	1,719	1,937	1,560	2,981	1,421	1,044
20	1,392	1,675	1,322	-353	-70	1,392	1,527	1,171	-356	-221
21	1,491	1,586	2,500	914	1,008	1,491	1,410	2,169	758	677
22	410	388	1,589	1,200	1,179	410	345	1,382	1,037	972
23	102	108	112	4	10	102	104	106	2	4
24	146	129	409	280	263	146	115	355	240	209
25	146	145	161	15	15	146	139	150	11	4
26	197	168	211	43	14	197	161	198	37	1
TOTALS	20,503	25,365	44,276	18,911	23,773	20,503	22,071	34,535	12,464	14,032





APPENDIX G.6 MODEL DATA

Warner Center Model Trips Generated by Zone - AM Peak Hour

TAZ	Modeled Veh Trips					Modeled Veh Trips with TOD/TDM Reductions				
	2008	2035 NP	2035 WP	Δ 2035 NP-2035 WP	Δ 2008- 2035 WP	2008	2035 NP	2035 WP	Δ 2035 NP-2035 WP	Δ 2008- 2035 WP
1	1,045	377	1,315	938	270	1,045	355	1,198	843	154
2	363	341	1,715	1,374	1,353	363	280	1,276	996	914
3	274	449	934	484	660	274	375	702	328	428
4	1,080	1,782	1,956	174	876	1,080	1,481	1,499	18	419
5	773	1,079	2,321	1,241	1,548	773	927	1,904	977	1,131
6	444	1,235	1,481	246	1,036	444	1,025	1,141	116	697
7	1,236	1,012	2,071	1,059	835	1,236	872	1,673	801	437
8	487	875	1,408	533	921	487	730	1,077	348	590
9	495	939	3,059	2,119	2,564	495	757	2,256	1,499	1,761
10	439	943	965	22	526	439	751	707	-44	269
11	453	695	1,979	1,284	1,526	453	556	1,428	872	975
12	253	369	990	622	737	253	299	721	422	468
13	855	382	810	428	-46	855	310	600	290	-255
14	1,041	427	1,114	688	74	1,041	343	817	474	-224
15	364	310	993	683	629	364	248	720	472	356
16	123	165	515	350	392	123	133	372	239	249
17	239	1,026	245	-781	6	239	894	204	-690	-35
18	353	849	344	-506	-9	353	698	256	-442	-97
19	1,486	1,356	2,980	1,625	1,494	1,486	1,121	2,308	1,186	821
20	1,056	1,208	997	-212	-59	1,056	1,103	887	-216	-169
21	1,140	1,187	1,906	718	766	1,140	1,062	1,662	600	522
22	259	284	1,009	725	750	259	250	881	631	623
23	66	71	73	2	7	66	68	69	1	3
24	96	86	274	188	178	96	77	239	162	143
25	94	100	104	3	10	94	96	97	1	3
26	126	117	135	18	9	126	111	127	15	1
TOTALS	14,640	17,664	31,691	14,027	17,051	14,640	14,921	24,823	9,902	10,183

APPENDIX G.6 MODEL DATA

Warner Center Model Trips Generated by Zone - PM Peak Hour

TAZ	Modeled Veh Trips					Modeled Veh Trips with TOD/TDM Reductions				
	2008	2035 NP	2035 WP	Δ 2035 NP-2035 WP	Δ 2008-2035 WP	2008	2035 NP	2035 WP	Δ 2035 NP-2035 WP	Δ 2008-2035 WP
1	1,667	640	1,428	788	-239	1,667	570	1,818	1,248	151
2	567	1,920	1,997	77	1,430	567	472	1,715	1,243	1,149
3	396	1,421	2,599	1,178	2,203	396	559	1,070	511	674
4	1,341	1,240	1,749	509	408	1,341	2,181	1,835	-346	494
5	1,221	547	2,320	1,773	1,100	1,221	1,461	2,984	1,524	1,764
6	597	1,469	5,233	3,764	4,636	597	1,652	1,532	-120	935
7	1,700	2,499	2,412	-87	712	1,700	1,246	2,090	844	390
8	636	1,465	1,349	-116	713	636	1,075	1,332	256	696
9	782	976	2,589	1,613	1,807	782	1,244	3,841	2,597	3,059
10	689	525	1,299	774	610	689	1,228	983	-246	294
11	630	536	1,141	605	511	630	823	1,860	1,037	1,230
12	367	596	1,590	995	1,223	367	446	943	496	576
13	1,209	422	1,307	886	98	1,209	449	841	392	-368
14	1,468	232	681	450	-787	1,468	494	1,159	664	-310
15	486	1,419	315	-1,104	-171	486	358	945	586	459
16	174	1,174	438	-736	265	174	196	491	295	317
17	307	607	2,002	1,396	1,695	307	1,256	261	-995	-46
18	447	1,802	3,867	2,065	3,420	447	999	325	-675	-122
19	1,937	1,678	3,656	1,978	1,719	1,937	1,560	2,981	1,421	1,044
20	1,392	1,675	1,322	-353	-70	1,392	1,527	1,171	-356	-221
21	1,491	1,586	2,500	914	1,008	1,491	1,410	2,169	758	677
22	410	388	1,589	1,200	1,179	410	345	1,382	1,037	972
23	102	108	112	4	10	102	104	106	2	4
24	146	129	409	280	263	146	115	355	240	209
25	146	145	161	15	15	146	139	150	11	4
26	197	168	211	43	14	197	161	198	37	1
TOTALS	20,503	25,365	44,276	18,911	23,773	20,503	22,071	34,535	12,464	14,032

APPENDIX G.6 MODEL DATA

Warner Center Theoretical ITE Trip Generation Estimates by TAZ - Compared to Model Results
(For Comparison Purposes Only - ITE Results Not Used in Warner Center Specific Plan Traffic Analysis)

Taz	2035 Market Demand Land Use				ITE Trip Generation					TDM + Pass By Trip Reductions							TOD Trip Reductions				
	Dwelling Units	Regional Retail	Other Retail	Office	Dwelling Units	Regional Retail	Other Retail	Office	Total Raw ITE Trips	Pass By Reduction						Total TDM Trip Reduction	Total Trips w/ TDM Reduction	TOD Trip Reduction by Taz	TOD Trips Reduced	4% Model Taz Internal Capture	Final Trips After TOD+TDM and 4% Internal Capture
										TDM Rate											
										6%	3%	3%	11%	35%	35%						
										Dwelling Units	Regional Retail	Other Retail	Office								
1	1,597	1,787,000	0	0	831	6,666	0	0	7,496	50	2,533	0	0	2,583	4,913	0%	0	300	4,614		
2	4,104	0	150,000	1,060,614	2,134	0	228	1,580	3,942	128	0	87	174	389	3,554	0%	0	158	3,396		
3	1,333	0	382,000	11,249	693	0	581	17	1,291	42	0	221	2	264	1,027	15%	194	52	781		
4	4,069	0	79,254	225,169	2,116	0	120	336	2,572	127	0	46	37	210	2,362	15%	386	103	1,874		
5	594	0	64,400	644,000	309	0	98	960	1,366	19	0	37	106	161	1,205	14%	191	55	960		
6	1,379	0	200,000	1,379,739	717	0	304	2,056	3,077	43	0	116	226	385	2,692	5%	152	123	2,417		
7	2,176	0	25,000	1,177,182	1,132	0	38	1,754	2,924	68	0	14	193	275	2,648	11%	325	117	2,207		
8	1,774	0	50,000	954,981	922	0	76	1,423	2,421	55	0	29	157	241	2,180	6%	151	97	1,933		
9	952	1,000,000	50,000	2,570,994	495	3,730	76	3,831	8,132	30	1,417	29	421	1,897	6,234	12%	999	325	4,911		
10	556	0	50,000	605,564	289	0	76	902	1,267	17	0	29	99	145	1,122	15%	190	51	881		
11	1,441	95,336	190,672	1,716,048	749	356	290	2,557	3,952	45	135	110	281	571	3,380	15%	593	158	2,629		
12	977	38,428	76,856	691,700	508	143	117	1,031	1,799	30	54	44	113	243	1,556	15%	277	72	1,207		
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15%	0	0	0		
14	0	0	50,000	118,255	0	0	76	176	252	0	0	29	19	48	204	15%	38	10	156		
15	643	37,934	75,869	682,820	334	141	115	1,017	1,609	20	54	44	112	230	1,379	15%	241	64	1,073		
16	387	0	0	456,706	201	0	0	680	882	12	0	0	75	87	795	15%	132	35	627		
17	432	0	0	0	225	0	0	0	225	13	0	0	0	13	211	15%	34	9	168		
18	732	0	0	0	381	0	0	0	381	23	0	0	0	23	358	8%	30	15	312		
19	1,531	90,345	160,000	1,646,893	796	337	243	2,454	3,830	48	128	92	270	538	3,292	16%	607	153	2,532		
20	1,372	0	0	0	713	0	0	0	713	43	0	0	0	43	671	10%	71	29	571		
21	0	67,598	200,000	1,151,968	0	252	304	1,716	2,273	0	96	116	189	400	1,872	0%	0	91	1,782		
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0		
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0		
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0		
25	0	0	300,000	1,020,738	0	0	456	1,521	1,977	0	0	173	167	341	1,636	0%	0	79	1,557		
26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0		
	26,048	3,116,641	2,104,050	16,114,620	13,545	11,625	3,198	24,011	52,379	813	4,418	1,215	2,641	9,087	43,292		4,609	2,095	36,588		

AGGREGATE ITE TRIP RATES

Land Use	Trip Rate	% Entering	% Exiting	Source
DU's	0.52	64%		36% ITE 230 Condominium
Regional Retail	3.73	49%		51% ITE 820 Shopping Center
Retail	1.52	44%		56% ITE 814 Special Retail
Office	1.49	17%		83% ITE 710 Office

ITE/MODEL RESULT COMPARISON

Model Data Used for Traffic Analysis		ITE Estimate for Comparison	Model & ITE Difference	Difference %
TOTAL TRIPS		34,535	36,588	2,053 5.6%

APPENDIX G.7

CUMULATIVE IMPACT ANALYSIS

Int #	Intersection Name	Peak hour	Future No Mitigations						Future With Mitigations							
			Existing 2008		2035 Build Alternative				2035 Build - With Intersection Improvements				2035 Build - With Intersection Improvements and Variel Ave. Corridor Improvement			
			V/C	LOS	V/C	LOS	Cumulative V/C Change	Cumulative Impact?	V/C	LOS	Cumulative V/C Change	Cumulative Impact?	V/C	LOS	Cumulative V/C Change	Cumulative Impact?
1	Topanga Canyon Blvd and Vanowen St	AM PM	0.743 1.066	C F	0.820 1.154	D F	0.077 0.088	YES YES	0.736 1.062	C F	-0.007 -0.004	NO NO	0.726 1.056	C F	-0.017 -0.010	NO NO
2	Canoga Ave and Vanowen St	AM PM	0.818 0.940	D E	0.935 0.910	E E	0.117 -0.030	YES NO	0.837 0.806	D D	0.019 -0.134	YES NO	0.738 0.777	C C	-0.080 -0.163	NO NO
3	De Soto Ave and Vanowen St	AM PM	0.810 0.979	D E	0.913 1.191	E F	0.103 0.212	YES YES	0.760 1.007	C F	-0.050 0.028	NO YES	0.772 1.007	C F	-0.038 0.028	NO YES
4	Topanga Canyon Blvd and Victory Blvd	AM PM	0.763 0.990	C E	0.851 1.154	D F	0.088 0.164	YES YES	0.715 0.898	C D	-0.048 -0.092	NO NO	0.716 0.890	C D	-0.047 -0.100	NO NO
5	Canoga Ave and Victory Blvd	AM PM	0.671 0.946	B E	0.785 1.087	C F	0.114 0.141	YES YES	0.609 0.841	B D	-0.062 -0.105	NO NO	0.661 0.909	B E	-0.010 -0.037	NO NO
6	De Soto Ave and Victory Blvd	AM PM	0.819 0.984	D E	0.997 1.158	E F	0.178 0.174	YES YES	0.783 0.923	C E	-0.036 -0.061	NO NO	0.777 0.858	C D	-0.042 -0.126	NO NO
7	Topanga Canyon Blvd and Erwin St	AM PM	0.564 0.747	A C	0.701 0.861	C D	0.137 0.114	NO YES	0.677 0.801	B D	0.113 0.054	NO YES	0.677 0.801	B D	0.113 0.054	NO YES
8	Owensmouth Ave and Erwin St	AM PM	0.453 0.563	A A	0.753 0.980	C E	0.300 0.417	YES YES	0.531 0.640	A B	0.078 0.077	YES YES	0.531 0.640	A B	0.078 0.077	YES YES
9	Canoga Ave and Erwin St	AM PM	0.536 0.650	A B	0.697 0.919	B E	0.161 0.269	NO YES	0.594 0.736	A C	0.058 0.086	NO YES	0.594 0.736	A C	0.058 0.086	NO YES
10	Variel Ave and Erwin St	AM PM	0.290 0.364	A A	0.489 0.535	A A	0.199 0.171	NO NO	0.489 0.535	A A	0.199 0.171	NO NO	0.473 0.607	A B	0.183 0.243	NO NO
11	De Soto Ave and Erwin St	AM PM	0.697 0.548	B A	0.769 0.637	C B	0.072 0.089	YES NO	0.593 0.637	A B	-0.104 0.089	NO NO	0.601 0.645	B B	-0.096 0.097	NO NO
12	Topanga Canyon Blvd and Oxnard St	AM PM	0.667 0.846	B D	0.794 1.064	C F	0.127 0.218	YES YES	0.713 0.855	C D	0.046 0.009	YES NO	0.713 0.855	C D	0.046 0.009	YES NO
13	Canoga Ave and Oxnard St	AM PM	0.541 0.694	A B	0.662 0.824	B D	0.121 0.130	NO YES	0.624 0.758	B C	0.083 0.064	NO YES	0.624 0.758	B C	0.083 0.064	NO YES
14	De Soto Ave and Oxnard St	AM PM	0.820 0.711	D C	0.928 0.804	E D	0.108 0.093	YES YES	0.747 0.759	C C	-0.073 0.048	NO YES	0.747 0.759	C C	-0.073 0.048	NO YES
15	Topanga Canyon Blvd and Califa St	AM PM	0.454 0.620	A B	0.566 0.764	A C	0.112 0.144	NO YES	0.522 0.699	A B	0.068 0.079	NO YES	0.522 0.699	A B	0.068 0.079	NO YES
16	Owensmouth Ave and Califa St	AM PM	0.288 0.364	A A	0.400 0.541	A A	0.112 0.177	NO NO	0.400 0.541	A A	0.112 0.177	NO NO	0.400 0.541	A A	0.112 0.177	NO NO
17	Canoga Ave and Califa St	AM PM	0.489 0.669	A B	0.636 0.767	B C	0.147 0.098	NO YES	0.636 0.767	B C	0.147 0.098	NO YES	0.636 0.767	B C	0.147 0.098	NO YES
18	De Soto Ave and Califa St	AM PM	0.744 0.631	C B	0.868 0.779	D C	0.124 0.148	YES YES	0.769 0.665	C B	0.025 0.034	YES NO	0.769 0.665	C B	0.025 0.034	YES NO
19	101 Ventura Fwy WB and Burbank Blvd	AM PM	0.610 0.578	B A	0.618 0.613	B B	0.008 0.035	NO NO	0.618 0.613	B B	0.008 0.035	NO NO	0.618 0.613	B B	0.008 0.035	NO NO
20	Topanga Canyon Blvd and Burbank Blvd	AM PM	0.825 0.894	D D	0.912 1.013	E F	0.087 0.119	YES YES	0.827 0.747	D C	0.002 -0.147	NO NO	0.827 0.747	D C	0.002 -0.147	NO NO
21	Owensmouth Ave and Burbank Blvd	AM PM	0.507 0.740	A C	0.637 0.852	B D	0.130 0.112	NO YES	0.637 0.852	B D	0.130 0.112	NO YES	0.637 0.852	B D	0.130 0.112	NO YES
22	Canoga Ave and Burbank Blvd	AM PM	0.775 0.723	C C	0.860 0.884	D D	0.085 0.161	YES YES	0.704 0.809	C D	-0.071 0.086	NO YES	0.704 0.809	C D	-0.071 0.086	NO YES
23	De Soto Ave and Burbank Blvd (N)	AM PM	0.651 0.669	B B	0.768 0.788	C C	0.117 0.119	YES YES	0.768 0.788	C C	0.117 0.119	YES YES	0.768 0.788	C C	0.117 0.119	YES YES
24	Canoga Ave and 101 Ventura Fwy WB	AM PM	1.053 0.533	F A	0.651 0.606	B B	-0.402 0.073	NO NO	0.651 0.606	B B	-0.402 0.073	NO NO	0.651 0.606	B B	-0.402 0.073	NO NO
25	De Soto Ave 101 Ventura Fwy WB	AM PM	0.698 0.751	B C	0.795 0.833	C D	0.097 0.082	YES YES	0.612 0.682	B B	-0.086 -0.069	NO NO	0.612 0.682	B B	-0.086 -0.069	NO NO
26	Canoga Ave and 101 Ventura Fwy EB	AM PM	0.476 0.631	A B	0.390 0.580	A A	-0.086 -0.051	NO NO	0.390 0.580	A A	-0.086 -0.051	NO NO	0.390 0.580	A A	-0.086 -0.051	NO NO
27	De Soto Ave and 101 Ventura Fwy EB	AM PM	0.812 0.687	D B	0.891 0.710	D C	0.079 0.023	YES NO	0.841 0.710	D C	0.029 0.023	YES NO	0.841 0.710	D C	0.029 0.023	YES NO
28	Topanga Canyon Blvd and Nordhoff St	AM PM	0.859 0.940	D E	0.886 1.041	D F	0.027 0.101	YES YES	0.819 0.932	D E	-0.040 -0.008	NO NO	0.819 0.932	D E	-0.040 -0.008	NO NO
29	Topanga Canyon Blvd and Roscoe Blvd	AM PM	1.288 1.311	F F	1.360 1.449	F F	0.072 0.138	YES YES	1.128 1.189	F F	-0.160 -0.122	NO NO	1.128 1.189	F F	-0.160 -0.122	NO NO
30	Topanga Canyon Blvd and Saticoy St	AM PM	0.990 1.270	E F	1.032 1.326	F F	0.042 0.056	YES YES	1.032 1.326	F F	0.042 0.056	YES YES	1.032 1.326	F F	0.042 0.056	YES YES
31	Shoup Ave and Sherman Way	AM PM	0.838 0.942	D E	0.881 1.002	D F	0.043 0.060	YES YES	0.808 0.968	D E	-0.030 0.026	NO YES	0.808 0.968	D E	-0.030 0.026	NO YES
32	Topanga Canyon Blvd	AM	1.269	F	1.316	F	0.047	YES	1.316	F	0.047	YES	1.316	F	0.047	YES

APPENDIX G.7

CUMULATIVE IMPACT ANALYSIS

Int #	Intersection Name	Peak hour	Future No Mitigations						Future With Mitigations							
			Existing 2008		2035 Build Alternative				2035 Build - With Intersection Improvements				2035 Build - With Intersection Improvements and Variel Ave. Corridor Improvement			
			V/C	LOS	V/C	LOS	Cumulative V/C Change	Cumulative Impact?	V/C	LOS	Cumulative V/C Change	Cumulative Impact?	V/C	LOS	Cumulative V/C Change	Cumulative Impact?
32	and Sherman Way	PM	1.195	F	1.235	F	0.040	YES	1.235	F	0.040	YES	1.235	F	0.040	YES
33	Owensmouth Ave and Sherman Way	AM	0.701	C	0.788	C	0.087	YES	0.716	C	0.015	NO	0.716	C	0.015	NO
		PM	0.708	C	0.830	D	0.122	YES	0.784	C	0.076	YES	0.784	C	0.076	YES
34	Canoga Ave and Sherman Way	AM	0.943	E	0.865	D	-0.078	NO	0.844	D	-0.099	NO	0.840	D	-0.103	NO
		PM	1.111	F	1.238	F	0.127	YES	1.135	F	0.024	YES	1.091	F	-0.020	NO
35	De Soto Ave and Sherman Way	AM	0.818	D	0.904	E	0.086	YES	0.806	D	-0.012	NO	0.843	D	0.025	YES
		PM	1.037	F	1.281	F	0.244	YES	1.088	F	0.051	YES	1.100	F	0.063	YES
36	Fallbrook Ave and Vanowen St	AM	0.487	A	0.849	D	0.362	YES	0.687	B	0.200	YES	0.792	C	0.305	YES
		PM	0.684	B	0.955	E	0.271	YES	0.776	C	0.092	YES	0.881	D	0.197	YES
37	Shoup Ave and Vanowen St	AM	0.768	C	0.821	D	0.053	YES	0.772	C	0.004	NO	0.771	C	0.003	NO
		PM	0.825	D	0.905	E	0.080	YES	0.885	D	0.060	YES	0.879	D	0.054	YES
38	Owensmouth Ave and Vanowen St	AM	0.775	C	0.900	D	0.125	YES	0.699	B	-0.076	NO	0.665	B	-0.110	NO
		PM	0.732	C	0.928	E	0.196	YES	0.777	C	0.045	YES	0.720	C	-0.012	NO
39	Variel Ave and Vanowen St	AM	0.487	A	0.570	A	0.083	NO	0.416	A	-0.071	NO	0.478	A	-0.009	NO
		PM	0.693	B	0.812	D	0.119	YES	0.607	B	-0.086	NO	0.648	B	-0.045	NO
40	Topanga Canyon Blvd and Kittridge St	AM	0.433	A	0.491	A	0.058	NO	0.491	A	0.058	NO	0.481	A	0.048	NO
		PM	0.633	B	0.757	C	0.124	YES	0.757	C	0.124	YES	0.738	C	0.105	NO
41	Woodlake Ave and Victory Blvd	AM	0.674	B	0.880	D	0.206	YES	0.788	C	0.114	YES	0.788	C	0.114	YES
		PM	0.557	A	0.878	D	0.321	YES	0.724	C	0.167	YES	0.724	C	0.167	YES
42	Fallbrook Ave and Victory Blvd	AM	0.772	C	0.846	D	0.074	YES	0.846	D	0.074	YES	0.846	D	0.074	YES
		PM	0.760	C	1.023	F	0.263	YES	0.960	E	0.200	YES	0.960	E	0.200	YES
43	Shoup Ave and Victory Blvd	AM	0.946	E	1.037	F	0.091	YES	0.899	D	-0.047	NO	0.899	D	-0.047	NO
		PM	0.955	E	1.073	F	0.118	YES	0.938	E	-0.017	NO	0.938	E	-0.017	NO
44	Westfield Way (Pvt) and Victory Blvd	AM	0.306	A	0.310	A	0.004	NO	0.310	A	0.004	NO	0.328	A	0.022	NO
		PM	0.564	A	0.659	B	0.095	NO	0.659	B	0.095	NO	0.669	B	0.105	NO
45	Owensmouth Ave and Victory Blvd	AM	0.758	C	0.828	D	0.070	YES	0.684	B	-0.074	NO	0.674	B	-0.084	NO
		PM	0.829	D	1.042	F	0.213	YES	0.805	D	-0.024	NO	0.792	C	-0.037	NO
46	Variel Ave and Victory Blvd	AM	0.563	A	0.807	D	0.244	YES	0.578	A	0.015	NO	0.823	D	0.260	YES
		PM	0.815	D	0.999	E	0.184	YES	0.905	E	0.090	YES	0.937	E	0.122	YES
47	Mason Ave and Victory Blvd	AM	0.814	D	0.977	E	0.163	YES	0.822	D	0.008	NO	0.803	D	-0.011	NO
		PM	0.850	D	1.082	F	0.232	YES	0.836	D	-0.014	NO	0.838	D	-0.012	NO
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	AM	0.413	A	0.691	B	0.278	NO	0.631	B	0.218	NO	0.598	A	0.185	NO
		PM	0.535	A	0.825	D	0.290	YES	0.601	B	0.066	YES	0.604	B	0.069	YES
49	Shoup Ave and Erwin St	AM	0.526	A	0.634	B	0.108	NO	0.545	A	0.019	NO	0.545	A	0.019	NO
		PM	0.833	D	0.957	E	0.124	YES	0.801	D	-0.032	NO	0.801	D	-0.032	NO
50	Shoup Ave and Oxnard St	AM	1.230	F	1.268	F	0.038	YES	1.292	F	0.062	YES	1.292	F	0.062	YES
		PM	1.024	F	1.156	F	0.132	YES	0.975	E	-0.049	NO	0.975	E	-0.049	NO
51	Owensmouth Ave and Oxnard St	AM	0.524	A	0.617	B	0.093	NO	0.617	B	0.093	NO	0.617	B	0.093	NO
		PM	0.432	A	0.605	B	0.173	NO	0.605	B	0.173	NO	0.605	B	0.173	NO
52	Shoup Ave and Burbank Blvd	AM	0.552	A	0.626	B	0.074	NO	0.540	A	-0.012	NO	0.540	A	-0.012	NO
		PM	0.740	C	0.838	D	0.098	YES	0.721	C	-0.019	NO	0.721	C	-0.019	NO
53	Shoup Ave and Ventura Blvd	AM	1.028	F	1.036	F	0.008	NO	0.830	D	-0.198	NO	0.830	D	-0.198	NO
		PM	1.184	F	1.346	F	0.162	YES	1.035	F	-0.149	NO	1.035	F	-0.149	NO
54	101 Ventura Fwy EB and Ventura Blvd	AM	0.682	B	0.907	E	0.225	YES	0.621	B	-0.061	NO	0.621	B	-0.061	NO
		PM	0.682	B	1.079	F	0.397	YES	0.759	C	0.077	YES	0.759	C	0.077	YES
55	Topanga Canyon Blvd and 101 Ventura Fwy WB	AM	0.560	A	0.628	B	0.068	NO	0.447	A	-0.113	NO	0.447	A	-0.113	NO
		PM	0.704	C	0.848	D	0.144	YES	0.534	A	-0.170	NO	0.534	A	-0.170	NO
56	Topanga Canyon Blvd and Ventura Blvd	AM	0.878	D	0.959	E	0.081	YES	0.810	D	-0.068	NO	0.810	D	-0.068	NO
		PM	0.991	E	1.228	F	0.237	YES	0.961	E	-0.030	NO	0.961	E	-0.030	NO
57	Canoga Ave and Ventura Blvd	AM	0.725	C	0.750	C	0.025	NO	0.750	C	0.025	NO	0.750	C	0.025	NO
		PM	0.828	D	0.899	D	0.071	YES	0.899	D	0.071	YES	0.899	D	0.071	YES
58	De Soto Ave/Serrania Ave and Ventura Blvd	AM	0.836	D	0.942	E	0.106	YES	0.854	D	0.018	YES	0.854	D	0.018	YES
		PM	0.832	D	1.058	F	0.226	YES	0.840	D	0.008	NO	0.840	D	0.008	NO
59	Topanga Canyon Blvd and Martinez St	AM	0.571	A	0.589	A	0.018	NO	0.589	A	0.018	NO	0.589	A	0.018	NO
		PM	0.546	A	0.656	B	0.110	NO	0.656	B	0.110	NO	0.656	B	0.110	NO
60	Canoga Ave and Rocketdyne Dwy (Pvt)	AM	0.540	A	0.577	A	0.037	NO	0.577	A	0.037	NO	0.537	A	-0.003	NO
		PM	0.425	A	0.595	A	0.170	NO	0.595	A	0.170	NO	0.551	A	0.126	NO
61	De Soto Ave and Kittridge St	AM	0.630	B	0.798	C	0.168	YES	0.798	C	0.168	YES	0.701	C	0.071	NO
		PM	0.540	A	0.740	C	0.200	YES	0.740	C	0.200	YES	0.693	B	0.153	NO
62	Topanga Canyon Blvd and Village Dwy	AM	0.348	A	0.517	A	0.169	NO	0.517	A	0.169	NO	0.517	A	0.169	NO
		PM	0.434	A	0.552	A	0.118	NO	0.552	A	0.118	NO	0.552	A	0.118	NO
63	Canoga Ave and Trillium Dwy (Pvt)	AM	0.402	A	0.526	A	0.124	NO	0.526	A	0.124	NO	0.526	A	0.124	NO
		PM	0.587	A	0.725	C	0.138	NO	0.725	C	0.138	NO	0.725	C	0.138	NO

APPENDIX G.7

CUMULATIVE IMPACT ANALYSIS

Int #	Intersection Name	Peak hour	Future No Mitigations						Future With Mitigations							
			Existing 2008		2035 Build Alternative				2035 Build - With Intersection Improvements				2035 Build - With Intersection Improvements and Variel Ave. Corridor Improvement			
			V/C	LOS	V/C	LOS	Cumulative V/C Change	Cumulative Impact?	V/C	LOS	Cumulative V/C Change	Cumulative Impact?	V/C	LOS	Cumulative V/C Change	Cumulative Impact?
64	De Soto Ave and Warner Center Lane	AM PM	0.554 0.525	A A	0.674 0.586	B A	0.120 0.061	NO NO	0.674 0.586	B A	0.120 0.061	NO NO	0.674 0.586	B A	0.120 0.061	NO NO
65	Canoga Ave and Warner Ranch Rd (Pvt)	AM PM	0.638 0.515	B A	0.729 0.600	C A	0.091 0.085	NO NO	0.729 0.600	C A	0.091 0.085	NO NO	0.729 0.600	C A	0.091 0.085	NO NO
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	AM PM	0.677 0.634	B B	0.707 0.682	C B	0.030 0.048	NO NO	0.707 0.682	C B	0.030 0.048	NO NO	0.707 0.682	C B	0.030 0.048	NO NO
67	Owensmouth Ave and Promenade Dwy (Pvt)	AM PM	0.293 0.309	A A	0.349 0.370	A A	0.056 0.061	NO NO	0.349 0.370	A A	0.056 0.061	NO NO	0.349 0.370	A A	0.056 0.061	NO NO
68	Owensmouth Ave and West Valley Way (Pvt)	AM PM	0.424 0.467	A A	0.582 0.649	A B	0.158 0.182	NO NO	0.582 0.649	A B	0.158 0.182	NO NO	0.582 0.649	A B	0.158 0.182	NO NO
69	Canoga Ave and Busway	AM PM	0.463 0.376	A A	0.488 0.474	A A	0.025 0.098	NO NO	0.488 0.474	A A	0.025 0.098	NO NO	0.488 0.474	A A	0.025 0.098	NO NO
70	AMC Dwy and Oxnard St	AM PM	0.367 0.498	A A	0.451 0.794	A C	0.084 0.296	NO YES	0.406 0.587	A A	0.039 0.089	NO YES	0.406 0.587	A A	0.039 0.089	NO YES
71	Eton Ave and Vanowen St	AM PM	0.506 0.715	A C	0.608 0.859	B D	0.102 0.144	NO YES	0.430 0.603	A B	-0.076 -0.112	NO NO	0.346 0.550	A A	-0.160 -0.165	NO NO
72	Independence Ave and Vanowen St	AM PM	0.500 0.626	A B	0.621 0.814	B D	0.121 0.188	NO YES	0.462 0.596	A A	-0.038 -0.030	NO NO	0.436 0.555	A A	-0.064 -0.071	NO NO
73	Variel Ave and Kittridge St	AM PM	0.115 0.127	A A	0.255 0.297	A A	0.140 0.170	NO NO	0.255 0.297	A A	0.140 0.170	NO NO	0.302 0.425	A A	0.187 0.298	NO NO
74	Variel Ave and Oxnard St	AM PM	0.424 0.584	A A	0.562 0.783	A C	0.138 0.199	NO YES	0.527 0.657	A B	0.103 0.073	NO YES	0.527 0.657	A B	0.103 0.073	NO YES
75	Variel Ave and Califa St	AM PM	0.299 0.343	A A	0.375 0.439	A A	0.076 0.096	NO NO	0.375 0.439	A A	0.076 0.096	NO NO	0.375 0.439	A A	0.076 0.096	NO NO
76	Warner Center Lane and Burbank Blvd	AM PM	0.289 0.294	A A	0.381 0.370	A A	0.092 0.076	NO NO	0.381 0.370	A A	0.092 0.076	NO NO	0.381 0.370	A A	0.092 0.076	NO NO
77	De Soto Ave and Clark St	AM PM	0.829 0.569	D B	0.985 0.693	E B	0.156 0.124	YES NO	0.684 0.451	B A	-0.145 -0.118	NO NO	0.676 0.452	B A	-0.153 -0.117	NO NO
78	Warner Ranch Rd (Pvt) and Burbank Blvd	AM PM	0.260 0.318	A A	0.260 0.381	A A	0.000 0.063	NO NO	0.260 0.381	A A	0.000 0.063	NO NO	0.260 0.381	A A	0.000 0.063	NO NO
79	Owensmouth Ave and Marylee St	AM PM	0.217 0.289	A A	0.249 0.331	A A	0.032 0.042	NO NO	0.249 0.331	A A	0.032 0.042	NO NO	0.249 0.331	A A	0.032 0.042	NO NO
80	Topanga Canyon Blvd and Marylee St	AM PM	0.410 0.571	A A	0.477 0.604	A B	0.067 0.033	NO NO	0.477 0.604	A B	0.067 0.033	NO NO	0.477 0.604	A B	0.067 0.033	NO NO
81	Topanga Canyon Blvd and Calvert St	AM PM	0.504 0.542	A A	0.632 0.734	B C	0.128 0.192	NO NO	0.632 0.613	B B	0.128 0.071	NO NO	0.632 0.613	B B	0.128 0.071	NO NO
82	Topanga Canyon Blvd and Bassett St	AM PM	0.493 0.507	A A	0.563 0.626	A B	0.070 0.119	NO NO	0.563 0.626	A B	0.070 0.119	NO NO	0.551 0.605	A B	0.058 0.098	NO NO
83	Randi Ave and Victory Blvd	AM PM	0.496 0.431	A A	0.534 0.546	A A	0.038 0.115	NO NO	0.393 0.409	A A	-0.103 -0.022	NO NO	0.393 0.409	A A	-0.103 -0.022	NO NO
84	Glade Ave and Erwin St	AM PM	0.225 0.286	A A	0.334 0.408	A A	0.109 0.122	NO NO	0.334 0.408	A A	0.109 0.122	NO NO	0.334 0.408	A A	0.109 0.122	NO NO
85	Randi Ave/Nevada Ave and Erwin St	AM PM	0.179 0.238	A A	0.270 0.354	A A	0.091 0.116	NO NO	0.270 0.354	A A	0.091 0.116	NO NO	0.270 0.354	A A	0.091 0.116	NO NO
86	Topanga Canyon Blvd and Clarendon St	AM PM	0.836 1.014	D F	0.836 1.217	D F	0.000 0.203	NO YES	0.784 1.076	C F	-0.052 0.062	NO YES	0.784 1.076	C F	-0.052 0.062	NO YES
87	Jordan Ave and Sherman Way	AM PM	0.564 0.577	A A	0.642 0.763	B C	0.078 0.186	NO YES	0.610 0.721	B C	0.046 0.144	NO YES	0.610 0.721	B C	0.046 0.144	NO YES
88	Remmet Ave and Sherman Way	AM PM	0.476 0.594	A A	0.515 0.769	A C	0.039 0.175	NO YES	0.529 0.691	A B	0.053 0.097	NO YES	0.529 0.691	A B	0.053 0.097	NO YES
89	Variel Ave and Sherman Way	AM PM	0.660 0.636	B B	0.749 0.831	C D	0.089 0.195	YES YES	0.693 0.724	B C	0.033 0.088	NO YES	0.690 0.778	B C	0.030 0.142	NO YES
90	Owensmouth Ave and Gault St	AM PM	0.343 0.472	A A	0.396 0.623	A B	0.053 0.151	NO NO	0.396 0.623	A B	0.053 0.151	NO NO	0.396 0.623	A B	0.053 0.151	NO NO
91	Owensmouth Ave and Hart St	AM PM	0.410 0.554	A A	0.515 0.769	A C	0.105 0.215	NO YES	0.515 0.769	A C	0.105 0.215	NO YES	0.497 0.729	A C	0.087 0.175	NO NO
92	De Soto Ave and Hart St	AM PM	0.482 0.450	A A	0.567 0.550	A A	0.085 0.100	NO NO	0.567 0.550	A A	0.085 0.100	NO NO	0.578 0.574	A A	0.096 0.124	NO NO
93	Mason Ave and Vanowen St	AM PM	0.813 0.768	D C	0.914 0.886	E D	0.101 0.118	YES YES	0.829 0.850	D D	0.016 0.082	YES YES	0.829 0.850	D D	0.016 0.082	YES YES
94	Don Pio Dr and Ventura Blvd	AM PM	0.646 0.627	B B	0.663 0.709	B C	0.017 0.082	NO NO	0.663 0.709	B C	0.017 0.082	NO NO	0.663 0.709	B C	0.017 0.082	NO NO
95	Owensmouth Ave and	AM	0.811	D	0.891	D	0.080	YES	0.891	D	0.080	YES	0.891	D	0.080	YES

APPENDIX G.7

CUMULATIVE IMPACT ANALYSIS

Int #	Intersection Name	Peak hour	Future No Mitigations						Future With Mitigations							
			Existing 2008		2035 Build Alternative				2035 Build - With Intersection Improvements				2035 Build - With Intersection Improvements and Variel Ave. Corridor Improvement			
			V/C	LOS	V/C	LOS	Cumulative V/C Change	Cumulative Impact?	V/C	LOS	Cumulative V/C Change	Cumulative Impact?	V/C	LOS	Cumulative V/C Change	Cumulative Impact?
95	Saticoy St	PM	0.810	D	0.996	E	0.186	YES	0.976	E	0.166	YES	0.975	E	0.165	YES
96	Canoga Ave and Saticoy St	AM	0.894	D	0.818	D	-0.076	NO	0.783	C	-0.111	NO	0.783	C	-0.111	NO
		PM	0.992	E	0.989	E	-0.003	NO	0.924	E	-0.068	NO	0.924	E	-0.068	NO
97	Variel Ave and Saticoy St	AM	0.619	B	0.685	B	0.066	NO	0.685	B	0.066	NO	0.685	B	0.066	NO
		PM	0.569	A	0.666	B	0.097	NO	0.666	B	0.097	NO	0.666	B	0.097	NO
98	De Soto Ave and Saticoy St	AM	0.982	E	1.099	F	0.117	YES	1.074	F	0.092	YES	1.074	F	0.092	YES
		PM	1.000	F	1.135	F	0.135	YES	1.090	F	0.090	YES	1.090	F	0.090	YES
99	Shoup Ave and Valerio St	AM	0.448	A	0.472	A	0.024	NO	0.472	A	0.024	NO	0.472	A	0.024	NO
		PM	0.431	A	0.475	A	0.044	NO	0.475	A	0.044	NO	0.475	A	0.044	NO
100	Topanga Canyon Blvd and Valerio St	AM	0.686	B	0.717	C	0.031	NO	0.717	C	0.031	NO	0.717	C	0.031	NO
		PM	0.721	C	0.768	C	0.047	YES	0.768	C	0.047	YES	0.768	C	0.047	YES
101	Canoga Ave and Valerio St	AM	0.800	C	0.785	C	-0.015	NO	0.761	C	-0.039	NO	0.761	C	-0.039	NO
		PM	0.687	B	0.697	B	0.010	NO	0.697	B	0.010	NO	0.697	B	0.010	NO
102	Lurline Ave and Sherman Way	AM	0.422	A	0.502	A	0.080	NO	0.502	A	0.080	NO	0.526	A	0.104	NO
		PM	0.378	A	0.513	A	0.135	NO	0.513	A	0.135	NO	0.528	A	0.150	NO
103	Mason Ave and Sherman Way	AM	0.777	C	0.958	E	0.181	YES	0.864	D	0.087	YES	0.856	D	0.079	YES
		PM	0.703	C	1.088	F	0.385	YES	0.816	D	0.113	YES	0.823	D	0.120	YES
104	Owensmouth Ave and Wyandotte St	AM	0.277	A	0.304	A	0.027	NO	0.304	A	0.027	NO	0.304	A	0.027	NO
		PM	0.361	A	0.423	A	0.062	NO	0.423	A	0.062	NO	0.423	A	0.062	NO
105	Sale Ave and Vanowen St	AM	0.387	A	0.401	A	0.014	NO	0.401	A	0.014	NO	0.405	A	0.018	NO
		PM	0.308	A	0.360	A	0.052	NO	0.360	A	0.052	NO	0.345	A	0.037	NO
106	Winnetka Ave and Vanowen St	AM	0.866	D	1.000	E	0.134	YES	0.956	E	0.090	YES	0.947	E	0.081	YES
		PM	0.951	E	1.194	F	0.243	YES	1.141	F	0.190	YES	1.115	F	0.164	YES
107	Sale Ave and Victory Blvd	AM	0.356	A	0.396	A	0.040	NO	0.396	A	0.040	NO	0.396	A	0.040	NO
		PM	0.446	A	0.508	A	0.062	NO	0.508	A	0.062	NO	0.508	A	0.062	NO
108	Winnetka Ave and Victory Blvd	AM	1.013	F	1.059	F	0.046	YES	0.906	E	-0.107	NO	0.917	E	-0.096	NO
		PM	1.050	F	1.189	F	0.139	YES	0.971	E	-0.079	NO	0.969	E	-0.081	NO
109	Winnetka Ave and Busway	AM	0.336	A	0.366	A	0.030	NO	0.366	A	0.030	NO	0.348	A	0.012	NO
		PM	0.459	A	0.589	A	0.130	NO	0.589	A	0.130	NO	0.529	A	0.070	NO
110	Fallbrook Ave and Oxnard St	AM	0.628	B	0.682	B	0.054	NO	0.682	B	0.054	NO	0.682	B	0.054	NO
		PM	0.666	B	0.732	C	0.066	NO	0.732	C	0.066	NO	0.732	C	0.066	NO
111	Winnetka Ave and Calvert St	AM	0.708	C	0.733	C	0.025	NO	0.733	C	0.025	NO	0.733	C	0.025	NO
		PM	0.517	A	0.612	B	0.095	NO	0.612	B	0.095	NO	0.612	B	0.095	NO
112	Winnetka Ave and Oxnard St	AM	0.785	C	1.017	F	0.232	YES	0.955	E	0.170	YES	0.955	E	0.170	YES
		PM	0.717	C	0.988	E	0.271	YES	0.907	E	0.190	YES	0.907	E	0.190	YES
113	Fallbrook Ave and Burbank Blvd	AM	0.752	C	0.793	C	0.041	YES	0.802	D	0.050	YES	0.802	D	0.050	YES
		PM	0.698	B	0.768	C	0.070	YES	0.670	B	-0.028	NO	0.670	B	-0.028	NO
114	Winnetka Ave and Hatteras St	AM	0.435	A	0.455	A	0.020	NO	0.455	A	0.020	NO	0.455	A	0.020	NO
		PM	0.514	A	0.592	A	0.078	NO	0.592	A	0.078	NO	0.592	A	0.078	NO
115	Winnetka Ave and Clark St	AM	0.588	A	0.641	B	0.053	NO	0.641	B	0.053	NO	0.636	B	0.048	NO
		PM	0.531	A	0.669	B	0.138	NO	0.669	B	0.138	NO	0.660	B	0.129	NO
116	Winnetka Ave and 101 Ventura Fwy WB	AM	0.602	B	0.627	B	0.025	NO	0.627	B	0.025	NO	0.627	B	0.025	NO
		PM	0.633	B	0.665	B	0.032	NO	0.665	B	0.032	NO	0.665	B	0.032	NO
117	Winnetka Ave and 101 Ventura Fwy EB	AM	0.656	B	0.719	C	0.063	NO	0.719	C	0.063	NO	0.719	C	0.063	NO
		PM	0.720	C	0.844	D	0.124	YES	0.844	D	0.124	YES	0.844	D	0.124	YES
118	Winnetka Ave and Ventura Blvd	AM	0.807	D	0.909	E	0.102	YES	0.870	D	0.063	YES	0.870	D	0.063	YES
		PM	0.907	E	1.068	F	0.161	YES	1.013	F	0.106	YES	1.013	F	0.106	YES
119	Sale Ave and Ventura Blvd	AM	0.295	A	0.295	A	0.000	NO	0.295	A	0.000	NO	0.295	A	0.000	NO
		PM	0.500	A	0.600	A	0.100	NO	0.600	A	0.100	NO	0.600	A	0.100	NO
120	Topanga Canyon Blvd and Mullholland Dr	AM	1.002	F	1.041	F	0.039	YES	0.828	D	-0.174	NO	0.828	D	-0.174	NO
		PM	0.909	E	1.013	F	0.104	YES	0.770	C	-0.139	NO	0.770	C	-0.139	NO
121	Fallbrook Ave and Ventura Blvd	AM	0.971	E	1.027	F	0.056	YES	0.991	E	0.020	YES	0.991	E	0.020	YES
		PM	1.151	F	1.308	F	0.157	YES	1.262	F	0.111	YES	1.262	F	0.111	YES
122	Woodlake Ave/101 Ventura Fwy WB and	AM	0.688	B	0.730	C	0.042	NO	0.730	C	0.042	NO	0.730	C	0.042	NO
		PM	0.821	D	0.867	D	0.046	YES	0.867	D	0.046	YES	0.867	D	0.046	YES
123	Tampa Ave and Ventura Blvd	AM	0.977	E	1.011	F	0.034	YES	0.962	E	-0.015	NO	0.962	E	-0.015	NO
		PM	0.816	D	0.910	E	0.094	YES	0.856	D	0.040	YES	0.856	D	0.040	YES
124	Tampa Ave and 101 Ventura Fwy EB	AM	0.440	A	0.446	A	0.006	NO	0.446	A	0.006	NO	0.446	A	0.006	NO
		PM	0.540	A	0.651	B	0.111	NO	0.651	B	0.111	NO	0.651	B	0.111	NO
125	Tampa Ave and 101 Ventura Fwy WB	AM	0.740	C	0.748	C	0.008	NO	0.748	C	0.008	NO	0.748	C	0.008	NO
		PM	0.567	A	0.668	B	0.101	NO	0.668	B	0.101	NO	0.668	B	0.101	NO
126	Vanalden Ave/101 Ventura Fwy EB and	AM	0.889	D	0.912	E	0.023	YES	0.912	E	0.023	YES	0.912	E	0.023	YES
		PM	0.754	C	0.840	D	0.086	YES	0.747	C	-0.007	NO	0.747	C	-0.007	NO

APPENDIX G.7

CUMULATIVE IMPACT ANALYSIS

Int #	Intersection Name	Peak hour	Future No Mitigations						Future With Mitigations							
			Existing 2008		2035 Build Alternative				2035 Build - With Intersection Improvements				2035 Build - With Intersection Improvements and Variel Ave. Corridor Improvement			
			V/C	LOS	V/C	LOS	Cumulative V/C Change	Cumulative Impact?	V/C	LOS	Cumulative V/C Change	Cumulative Impact?	V/C	LOS	Cumulative V/C Change	Cumulative Impact?
127	Topham St/Busway and Victory Blvd	AM PM	0.835 0.742	D C	0.984 0.924	E E	0.149 0.182	YES YES	0.874 0.827	D D	0.039 0.085	YES YES	0.874 0.827	D D	0.039 0.085	YES YES
128	Corbin Ave and Victory Blvd	AM PM	0.956 0.940	E E	1.073 1.114	F F	0.117 0.174	YES YES	0.873 0.913	D E	-0.083 -0.027	NO NO	0.873 0.913	D E	-0.083 -0.027	NO NO
129	Tampa Ave and Victory Blvd	AM PM	0.960 1.019	E F	1.026 1.178	F F	0.066 0.159	YES YES	0.844 0.995	D E	-0.116 -0.024	NO NO	0.844 0.995	D E	-0.116 -0.024	NO NO
130	Burbank Blvd and Ventura Blvd	AM PM	1.315 1.106	F F	1.379 1.174	F F	0.064 0.068	YES YES	1.279 1.075	F F	-0.036 -0.031	NO NO	1.279 1.075	F F	-0.036 -0.031	NO NO
131	Reseda Blvd and Burbank Blvd	AM PM	0.743 0.730	C C	0.764 0.933	C E	0.021 0.203	NO YES	0.658 0.809	B D	-0.085 0.079	NO YES	0.658 0.809	B D	-0.085 0.079	NO YES
132	Reseda Blvd and 101 Ventura Fwy EB	AM PM	0.463 0.621	A B	0.474 0.750	A C	0.011 0.129	NO YES	0.474 0.701	A C	0.011 0.080	NO YES	0.474 0.701	A C	0.011 0.080	NO YES
133	Reseda Blvd and 101 Ventura Fwy Wb	AM PM	0.725 0.642	C B	0.734 0.746	C C	0.009 0.104	NO YES	0.684 0.674	B B	-0.041 0.032	NO NO	0.684 0.674	B B	-0.041 0.032	NO NO
134	101 Ventura Fwy EB and Burbank Blvd	AM PM	0.608 0.554	B A	0.618 0.659	B B	0.010 0.105	NO NO	0.618 0.659	B B	0.010 0.105	NO NO	0.618 0.659	B B	0.010 0.105	NO NO
135	Canoga Ave and Nordhoff St	AM PM	0.738 0.737	C C	0.798 0.839	C D	0.060 0.102	YES YES	0.798 0.839	C D	0.060 0.102	YES YES	0.798 0.839	C D	0.060 0.102	YES YES
136	De Soto Ave and Nordhoff St	AM PM	0.996 0.818	E D	1.046 0.977	F E	0.050 0.159	YES YES	0.862 0.857	D D	-0.134 0.039	NO YES	0.862 0.857	D D	-0.134 0.039	NO YES
137	Topanga Canyon Blvd and Parthenia St	AM PM	0.825 0.772	D C	0.921 1.020	E F	0.096 0.248	YES YES	0.731 0.803	C D	-0.094 0.031	NO YES	0.731 0.803	C D	-0.094 0.031	NO YES
138	Canoga Ave and Parthenia St	AM PM	0.679 0.829	B D	0.743 0.948	C E	0.064 0.119	YES YES	0.743 0.948	C E	0.064 0.119	YES YES	0.743 0.948	C E	0.064 0.119	YES YES
139	De Soto Ave and Parthenia St	AM PM	0.852 0.771	D C	0.890 0.928	D E	0.038 0.157	YES YES	0.879 0.826	D D	0.027 0.055	YES YES	0.879 0.826	D D	0.027 0.055	YES YES
140	Fallbrook Ave and Roscoe Blvd	AM PM	0.861 0.965	D E	0.883 1.117	D F	0.022 0.152	YES YES	0.765 0.963	C E	-0.096 -0.002	NO NO	0.765 0.963	C E	-0.096 -0.002	NO NO
141	Shoup Ave and Roscoe Blvd	AM PM	0.871 0.837	D D	0.887 0.908	D E	0.016 0.071	NO YES	0.911 0.887	E D	0.040 0.050	NO YES	0.911 0.887	E D	0.040 0.050	NO YES
142	Canoga Ave and Roscoe Blvd	AM PM	0.843 0.916	D E	0.758 0.910	C E	-0.085 -0.006	NO NO	0.798 0.858	C D	-0.045 -0.058	NO NO	0.798 0.858	C D	-0.045 -0.058	NO NO
143	De Soto Ave and Roscoe Blvd	AM PM	0.699 0.728	B C	0.784 0.882	C D	0.085 0.154	YES YES	0.774 0.823	C D	0.075 0.095	YES YES	0.774 0.823	C D	0.075 0.095	YES YES
144	Mason Ave and Roscoe Blvd	AM PM	0.789 0.769	C C	0.848 0.849	D D	0.059 0.080	YES YES	0.792 0.808	C D	0.003 0.039	NO YES	0.792 0.808	C D	0.003 0.039	NO YES
145	Winnetka Ave and Roscoe Blvd	AM PM	0.772 0.852	C D	0.839 0.941	D E	0.067 0.089	YES YES	0.710 0.819	C D	-0.062 -0.033	NO NO	0.710 0.819	C D	-0.062 -0.033	NO NO
146	Fallbrook Ave and Saticoy St	AM PM	0.595 0.594	A A	0.622 0.642	B B	0.027 0.048	NO NO	0.622 0.642	B B	0.027 0.048	NO NO	0.622 0.642	B B	0.027 0.048	NO NO
147	Shoup Ave and Saticoy St	AM PM	0.595 0.512	A A	0.626 0.583	B A	0.031 0.071	NO NO	0.626 0.583	B A	0.031 0.071	NO NO	0.626 0.583	B A	0.031 0.071	NO NO
148	Mason Ave and Saticoy St	AM PM	0.942 0.879	E D	1.025 1.065	F F	0.083 0.186	YES YES	0.936 0.979	E E	-0.006 0.100	NO YES	0.936 0.979	E E	-0.006 0.100	NO YES
149	Winnetka Ave and Saticoy St	AM PM	0.823 0.870	D D	0.908 1.001	E F	0.085 0.131	YES YES	0.788 0.880	C D	-0.035 0.010	NO YES	0.788 0.880	C D	-0.035 0.010	NO YES
150	Fallbrook Av and Sherman Way	AM PM	0.785 0.722	C C	0.810 0.833	D D	0.025 0.111	YES YES	0.759 0.798	C C	-0.026 0.076	NO YES	0.759 0.798	C C	-0.026 0.076	NO YES
151	Winnetka Ave and Sherman Way	AM PM	0.841 0.872	D D	1.099 1.256	F F	0.258 0.384	YES YES	0.924 1.089	E F	0.083 0.217	YES YES	0.924 1.083	E F	0.083 0.211	YES YES
152	Woodlake Ave and Burbank Blvd	AM PM	0.385 0.230	A A	0.408 0.267	A A	0.023 0.037	NO NO	0.408 0.267	A A	0.023 0.037	NO NO	0.408 0.267	A A	0.023 0.037	NO NO
TOTAL INTERSECTIONS WITH CUMULATIVE IMPACTS					99				70				64			