777 N Front Street Project Transportation Impact Analysis

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1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential traffic and parking impacts of the proposed land use development project at 777 North Front Street, Burbank, California.

PROJECT DESCRIPTION

The project site is located at the 777 North Front Street in the City of Burbank. The project site is largely bounded by Burbank Boulevard to the north, the Interstate 5 (I-5) to the east, Magnolia Boulevard to the south (above grade), and Front Street to the west. The site is currently vacant.

The project proposes the development of an 8-acre site and includes a 307-room hotel with 1,800 square feet of high-turnover restaurant space, a 573-unit apartment building, and 1,067 square feet of retail gallery space. Five driveways on Front Street will provide access to the site. Primary vehicular access to the site will be from two residential driveways and one hotel driveway. The northernmost driveway is an outbound only driveway providing loading access for the residential units as well as emergency access. The southernmost driveway will be used by both residents and hotel guests as a secondary access point.

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

STUDY SCOPE

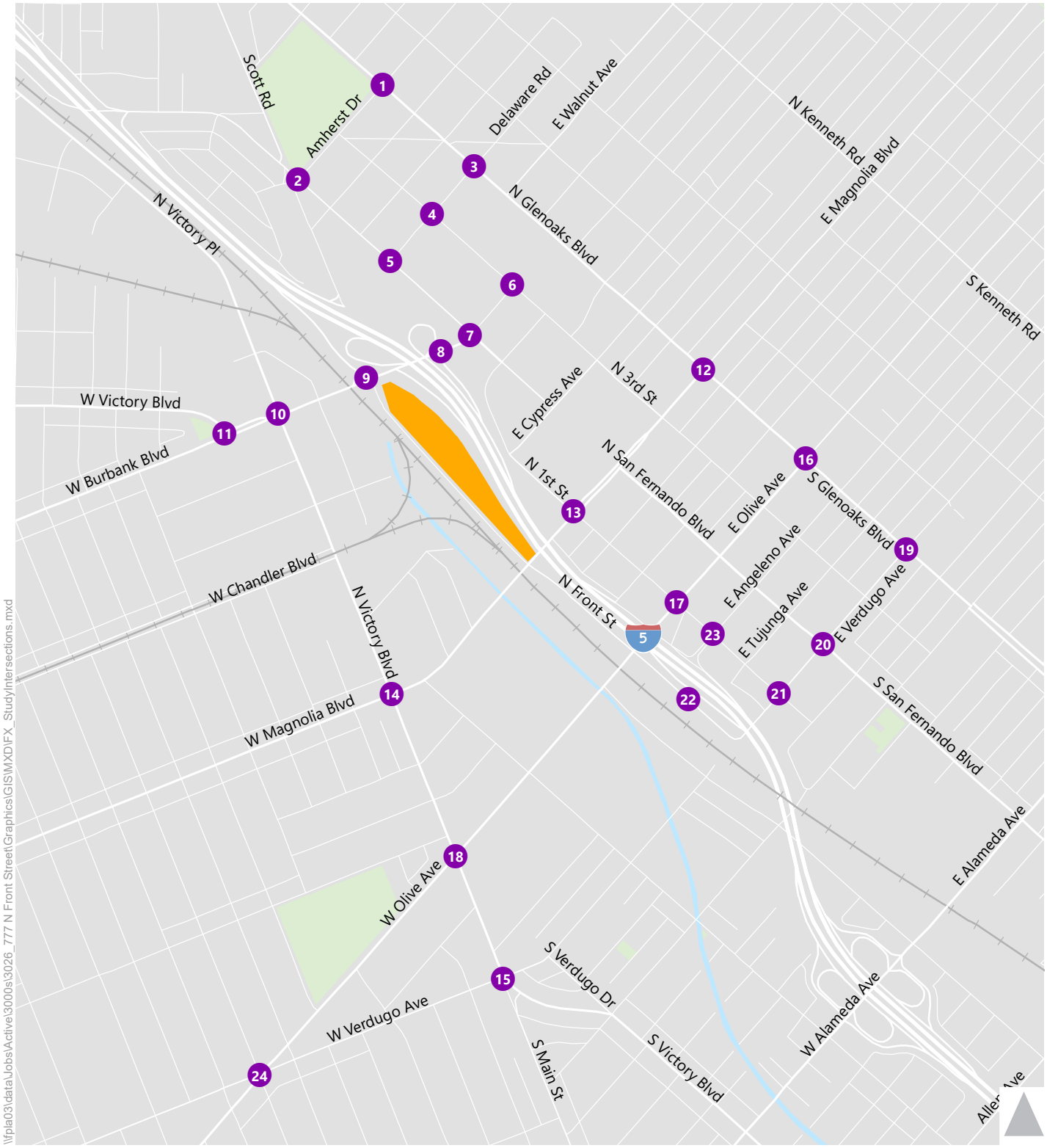
The scope of analysis for this study was developed in conjunction with the City of Burbank. The base assumptions, technical methodologies, and geographic coverage of the study were all identified as part of the study approach. The following traffic scenarios have been developed and analyzed as part of this study:

- Existing (2018) Conditions – The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes a description of the street system serving the site, current traffic volumes, and an assessment of the operating conditions at these locations.

- Existing (2018) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the addition of project-generated traffic. The direct impacts of the proposed project on existing traffic operating conditions were then identified.

- Future Year (2022) Base Conditions – Future traffic conditions without the proposed project will be developed for the year 2022. The objective of this analysis is to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site by the year 2022. This scenario includes the changes in traffic from the new freeway ramp at Burbank Boulevard.

- Future Year (2022) plus Project Conditions – This traffic scenario includes the proposed project, provides projected traffic volumes, and an assessment of operating conditions under future conditions with the addition of project-generated traffic. The impacts of the proposed project on future traffic operating conditions were then identified.



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Study Intersection

Project Site

Figure 1

Project Study Intersections

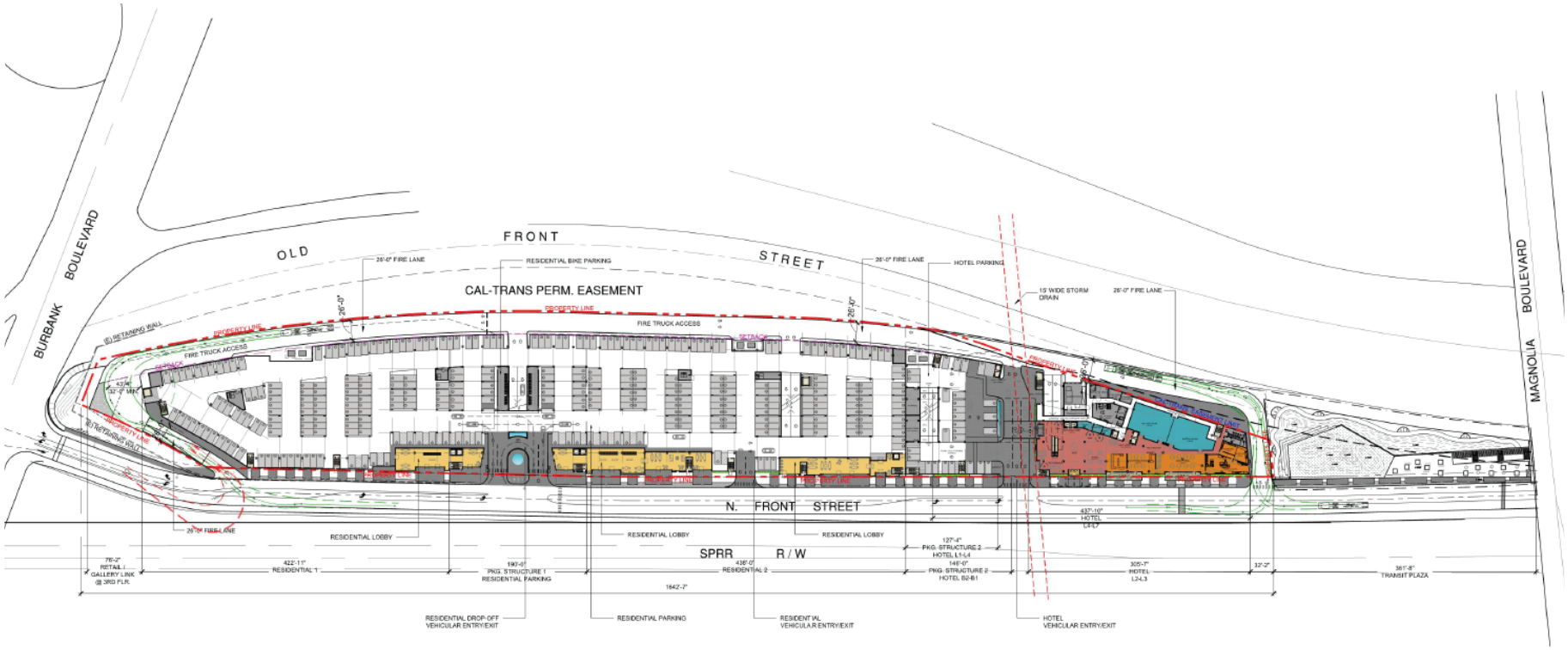


Figure 2

Site Plan

The transportation staff of the City of Burbank determined the study area and identified the following 24 intersections in the vicinity of the proposed development for detailed analysis:

1. Glenoaks Boulevard & Amherst Drive
2. San Fernando Boulevard & Amherst Drive
3. Glenoaks Boulevard & Delaware Road
4. 3rd Street & Delaware Road
5. San Fernando Boulevard & Delaware Road
6. 3rd Street & Burbank Boulevard
7. San Fernando Boulevard & Burbank Boulevard
8. I-5 Northbound (NB) Off Ramp & Burbank Boulevard
9. I-5 Southbound (SB) Off Ramp/Front Street & Burbank Boulevard
10. Victory Place & Burbank Boulevard
11. Victory Boulevard & Burbank Boulevard
12. Glenoaks Boulevard & Magnolia Boulevard
13. 1st Street/Ikea Way & Magnolia Boulevard
14. Victory Boulevard & Magnolia Boulevard
15. Victory Boulevard & Verdugo Avenue
16. Glenoaks Boulevard & Olive Avenue
17. 1st Street/Ikea Way & Olive Avenue
18. Victory Boulevard & Olive Avenue
19. Glenoaks Boulevard & Verdugo Avenue
20. San Fernando Boulevard & Verdugo Avenue
21. Ikea Way & Verdugo Avenue
22. Front Street & I-5 SB Ramps
23. 1st Street/Ikea Way & Angeleno Avenue
24. Olive Avenue/Sparks Road & Verdugo Avenue

All 24 of the analyzed intersections are located in the City of Burbank. The locations of the analyzed intersections are illustrated in Figure 1.

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

ORGANIZATION OF REPORT

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

2. EXISTING CONDITIONS

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

EXISTING STREET SYSTEM

The Golden State Freeway (I-5) to the south provides primary regional access to the site. The project site is largely bounded by Burbank Boulevard to the north, the I-5 to the east, Magnolia Boulevard to the south (above grade), and Front Street to the west. Access to project site from the I-5 is available via the ramps at Burbank Boulevard.

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

- Front Street – Front Street is a classified as a Downtown Collector and runs north/south in the study area, east of the I-5. Front Street has one through lane in each direction and no parking is permitted on either side of the street. The speed limit is 40 mph.

- Burbank Boulevard – In the study area, Burbank Boulevard is a secondary arterial running in the east/west direction and provides two through lanes per direction east of the I-5 northbound ramps, three through lanes in each direction between the I-5 northbound ramps and Victory Boulevard, and two lanes in each direction west of Victory Boulevard. Parking is prohibited on both sides of the street between North San Fernando Boulevard and Victory Boulevard. There is no parking available on Burbank Boulevard near the project site. The speed limit is 35mph.

- Glenoaks Boulevard – Glenoaks Boulevard is a major arterial running north/south in the study area with two through lanes per direction. Parking is generally allowed on both sides of the street. The speed limit is 30 – 35 mph in the study area.

- Magnolia Boulevard – Magnolia Boulevard is a secondary arterial running in the east/west direction, with two through lanes per direction. On-street parking is allowed along most segments of Magnolia Boulevard within the study area. The speed limit is 30 - 35 mph in the study area.

- Olive Avenue – Olive Avenue is primarily a northeast/southwest major arterial that provides two and three through lanes per direction in the study area. Olive provides regional access to SR-134 and the I-5. Parking is generally allowed along both sides of the street within the study area. The speed limit is 30 -35 mph in the study area.

- San Fernando Boulevard – San Fernando Boulevard is classified as a secondary north/south arterial street and provides two lanes in each direction between the southern City limits and Verdugo Avenue, one lane in each direction between Verdugo Avenue and Magnolia Boulevard, and two lanes in each direction between Cypress Avenue and I-5. . Parking is generally permitted on both sides of the street. The speed limit is 35 mph between Magnolia Boulevard and Verdugo Avenue. San Fernando Boulevard carries two-way traffic with one lane with diagonal parking, and a speed limit of 25 mph.

- Verdugo Avenue – Verdugo Avenue is a collector west of Flower Street and a downtown collector between Front Street and Glenoaks Boulevard. Verdugo Avenue runs east/west in the study area, with one through lane per direction, and a shared center turn lane or left-turn pockets. Parking is generally allowed on both sides of the street. The speed limit is 35 mph.

- Victory Boulevard – Victory Boulevard is a 4-lane major arterial running east/west in the study area. Victory becomes a northwest/southwest running street east of Empire Avenue. Generally, parking is allowed on both sides of the street. The speed limit is 30 – 35 mph.

- 1st Street/Ikea Way – 1st Street/Ikea Way is a secondary arterial running north/south in the study area with two through lanes per direction. Parking is generally not allowed on either side of the street. The speed limit on 1st Street/Ikea Way is 30 mph within the study area.

EXISTING TRANSIT SERVICE

Two commuter rail line and 10 bus lines currently serve the project area, as shown in Figure 3. These transit lines are described below and consist of Metrolink commuter rail, Los Angeles County Metropolitan Transportation Authority (Metro) bus lines, Burbank Bus lines, and Glendale Beelines:

- Metrolink Antelope Valley Line – The Metrolink Antelope Valley Line provides service from Lancaster in the Antelope Valley to Union Station in Downtown Los Angeles with stops in Palmdale, Vincent Grade/Acton, Via Princessa, Santa Clarita, Newhall, Sylmar/San Fernando, Sun Valley, Hollywood Burbank Airport, Downtown Burbank, and Glendale. The closest station to the project site is Downtown Burbank. Service is provided seven days per week. Weekday morning and afternoon peak hour headways are 20 to 50 minutes.

- Metrolink Ventura County Line – The Metrolink Ventura County Line provides service from East Ventura to Los Angeles Union Station with stops in Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Van Nuys, Hollywood Burbank Airport, Downtown Burbank, and Glendale. The closest station to the project site is Downtown Burbank. Service is provided on weekdays. Weekday morning and afternoon peak hour headways are 20 to 40 minutes.

- Metro 92 – Line 92 is a north/south line that travels from Sylmar to Echo Park via Pacoima, Sun Valley, Burbank, Glendale, Glassell Park, Silverlake, and Downtown Los Angeles. Major stops include Burbank Town Center, Downtown Burbank Metrolink Station, Glendale Galleria, Glendale Station, and Civic Center/Grand Park. Line 92 provides local service seven days per week. Weekday service hours are from 5:00 AM to 10:00 PM. Morning and afternoon peak hour headways on Line 92 are 20 minutes.

- Metro 94/794 – Line 94/794 is a north/south line that travel from Sylmar to downtown Los Angeles via San Fernando, Pacoima, Sun Valley, Burbank, and Glendale. Line 94/794 stops at the Sylmar/San Fernando and Sun Valley Metrolink Stations, Hollywood Burbank Airport, and Los Angeles Union Station. Within the study area, Line 94/794 travels along San Fernando Road in the project study area. Line 94 provides local service seven days per week. Weekday service hours are from 4:30 to 2:00 AM. Peak hour headways on Line 94 are 15 to 20 minutes in the morning and 20 to 30 minutes in the afternoon. Line 794 provides rapid service on weekdays only between 4:30 AM to 9:30 PM. Peak hour headways on Line 794 are approximately 20 to 30 minutes in the morning and 20 minutes in the afternoon. The combined frequency on Line 94/794 is 15 minutes.

- Metro 96 – Line 96 is a north/south line that travels from Burbank Station to Downtown Los Angeles via Glendale, Glassell Park, and Cypress Park. Major stops include Downtown Burbank Metrolink Station, Burbank Town Center, Los Angeles Zoo, Autry Museum of the American West, and Silver Lake Library. Line 96 provides local service seven days per week. Weekday service hours are from 4:30 AM to 9:30 PM. Morning and afternoon peak hour headways on Line 96 are 30 minutes.

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

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

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

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

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

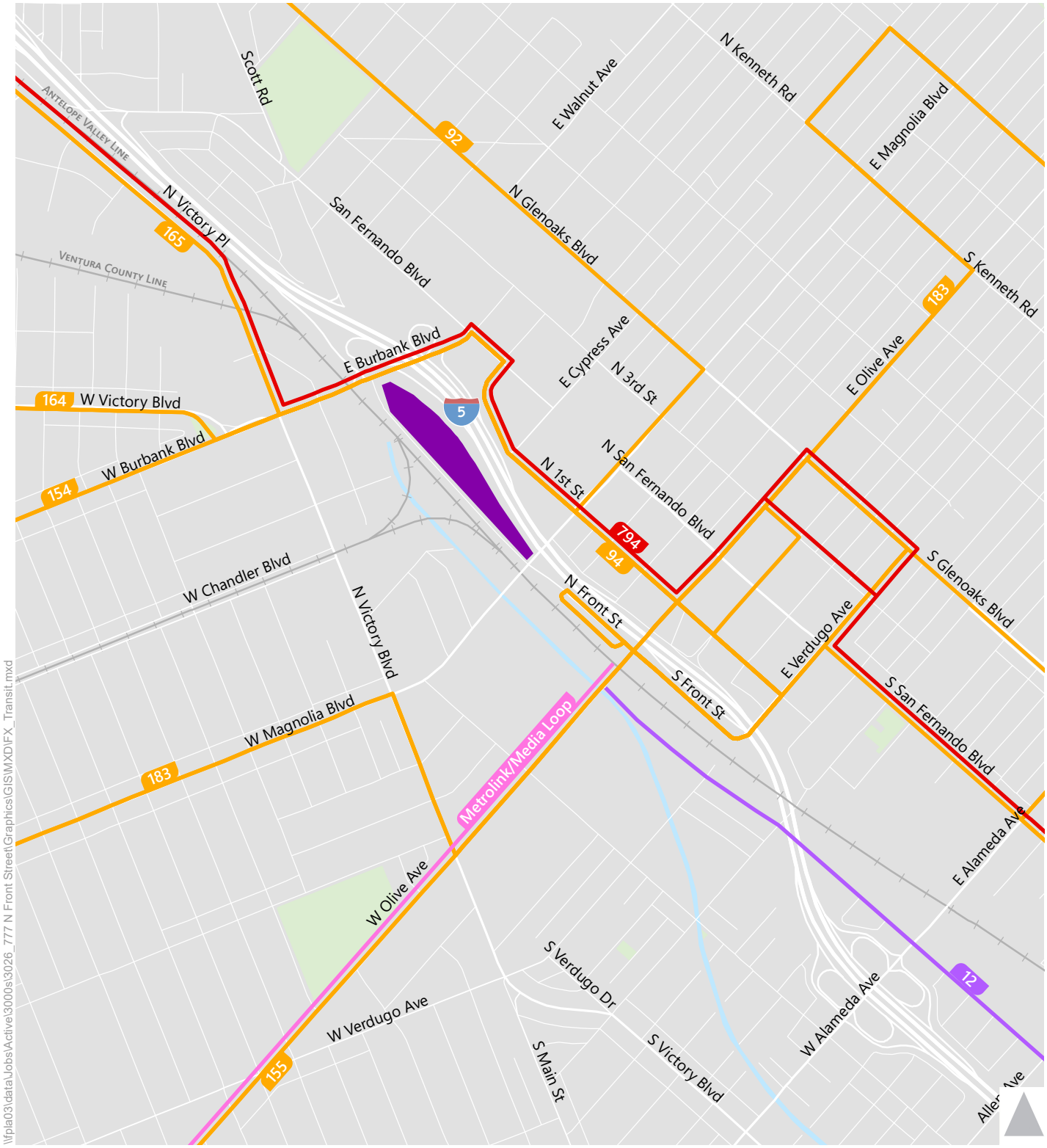
- Burbank Bus Metrolink/Media District– This line begins and ends at the downtown Burbank Metrolink Station and travels along Olive Avenue, Buena Vista Street, Alameda Avenue, Bob Hope Drive, and Riverside Drive. Service is provided all-day on weekdays only with 12-minute headways.

- Glendale Beeline 12 – Line 12 is a north/south express line that provides service from the Glendale Train Station to the Burbank Train Station. The line travels primarily along Flower Street in the study area. Service is provided from 6:00 AM – 9:30 AM and 3:00 PM – 6:30 PM, Monday through Friday. Peak hour headways are 15 to 30 minutes in the morning and 20 minutes in the afternoon.

EXISTING BICYCLE FACILITIES

Figure 4 shows the existing bicycle facilities. The existing facilities include a bicycle lane fronting the project site along Front Street from Burbank Boulevard to Verdugo Avenue. There is also a bicycle lane in the project vicinity on 3rd Street from Burbank Boulevard to Verdugo Avenue. There is a bicycle route (Class III facility) on Burbank Boulevard between Victory Boulevard and 3rd Street. There are also existing facilities along San Fernando Road, Angeleno Avenue, Verdugo Road, Ikea Way, and Providencia Avenue.

Proposed bicycle facilities are also shown in Figure 4. There are several bicycle lanes and bicycle routes planned throughout the study area, including the extension of the bicycle path along San Fernando Road, the extension of the Chandler Bikeway to the Downtown Burbank Metrolink Station, and a Class I Burbank Channel Bikeway from the Downtown Burbank Metrolink Station to Alameda Avenue; Class II Facilities on 3rd Street, Olive Avenue north of 3rd Street Burbank Boulevard from Victory Boulevard to 3rd Street, 3rd Street between Burbank Boulevard and Amherst Drive, and Magnolia Boulevard from 3rd Street to Victory Boulevard; and Class III Facilities on Olive Avenue, Glenoaks Boulevard, and Verdugo Avenue. The proposed facilities come from the City of Burbank's General Plan and Bicycle Master Plan. The project will also install a 2-way Class IV cycle track along the east side of the street, from Front Street to the Metrolink Station, where it will continue along Front Street to 1st Street/Ikea Way & Verdugo Avenue. This cycle track will replace the existing Class II bicycle lane on both sides of the street.



Project Site

Metro Rapid

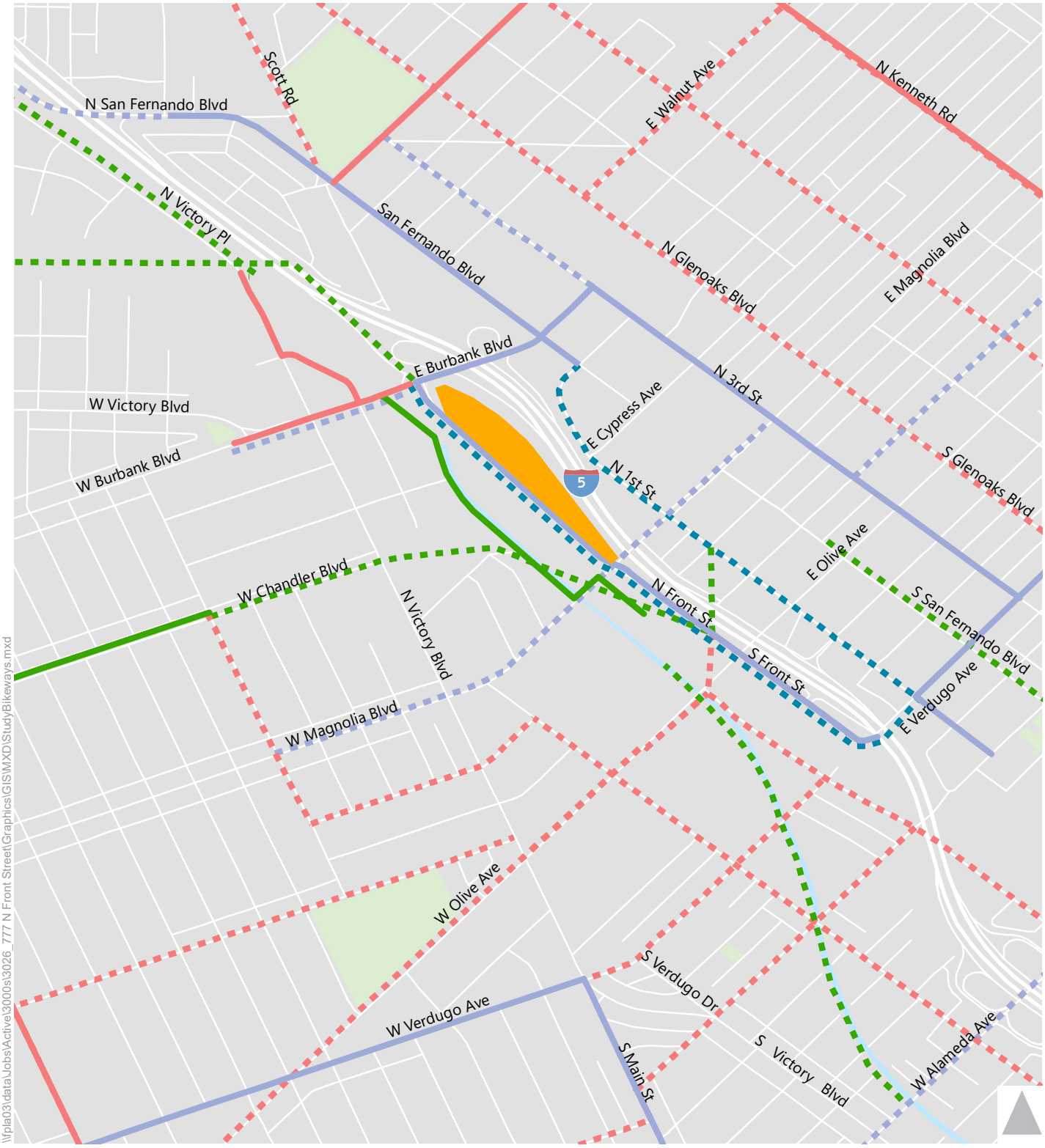
Metro Local

Burbank Bus

Glendale Beeline

Figure 3

777 N Front St Existing Transit Service



Project Site
Existing Bike Path
Existing Bike Lane
Existing Bike Route
Existing Cycle Track
Proposed Bike Path
Proposed Bike Lane
Proposed Bike Route
Proposed Cycle Track

Figure 4

Existing and Proposed Bicycle Facilities

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

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

Existing Traffic Volumes - Intersections

Traffic volumes at the 24 study intersections were collected during the morning and afternoon peak hours, from 7:00 to 10:00 AM and from 4:30 to 7:30 PM, respectively. The peak 1-hour period for the morning and afternoon is found by identifying the four consecutive 15-minute periods with the highest traffic volumes. Three sets of weekday counts were collected by the National Data & Surveying Services (NDS) in April 2018. Two sets of weekday counts were collected for three intersections in October 2017. Weekday counts were averaged to determine volumes for weekday existing conditions. Counts were provided by the City of Burbank staff. Local schools were in session on the days of the counts.

Due to construction at I-5 SB Off-Ramp/Front Street & Burbank Boulevard when existing counts were taken, several movements were restricted. In order to develop future forecasts at this intersection as well as adjacent intersections, count data from January 2017 was used when construction was not occurring and all available movements were possible at these intersections. These counts were grown using the same growth factor established in the model, 0.72% per year, to create existing base volumes (year 2018). January 2017 historic counts were used for the following intersections:

7. San Fernando Boulevard & Burbank Boulevard
9. I-5 SB Off-Ramp/Front Street & Burbank Boulevard
10. Victory Place & Burbank Boulevard
11. Victory Boulevard & Burbank Boulevard

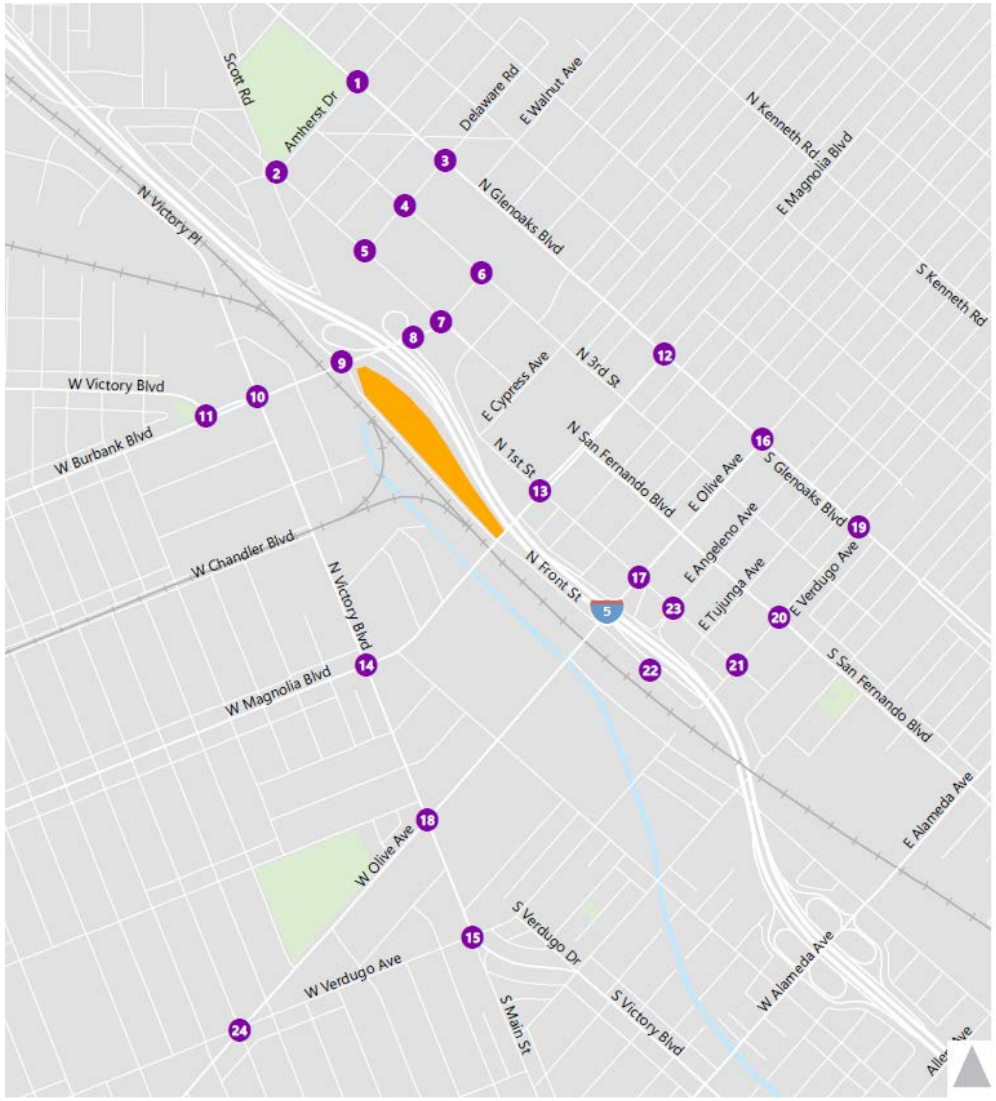
The existing weekday and weekend traffic volumes, shown in Figure 5, represent the existing 2018 conditions.

Existing Traffic Volumes – Roadway Segment

Three days of 24-hour traffic counts on Front Street were collected by the National Data & Surveying Services (NDS) in April 2018. The average of the three 24-hour daily counts revealed an average of 2,698 daily vehicles on Front Street. Counts were provided by the City of Burbank staff. Local schools were in session on the days of the counts. Count sheets can be found in Appendix A.

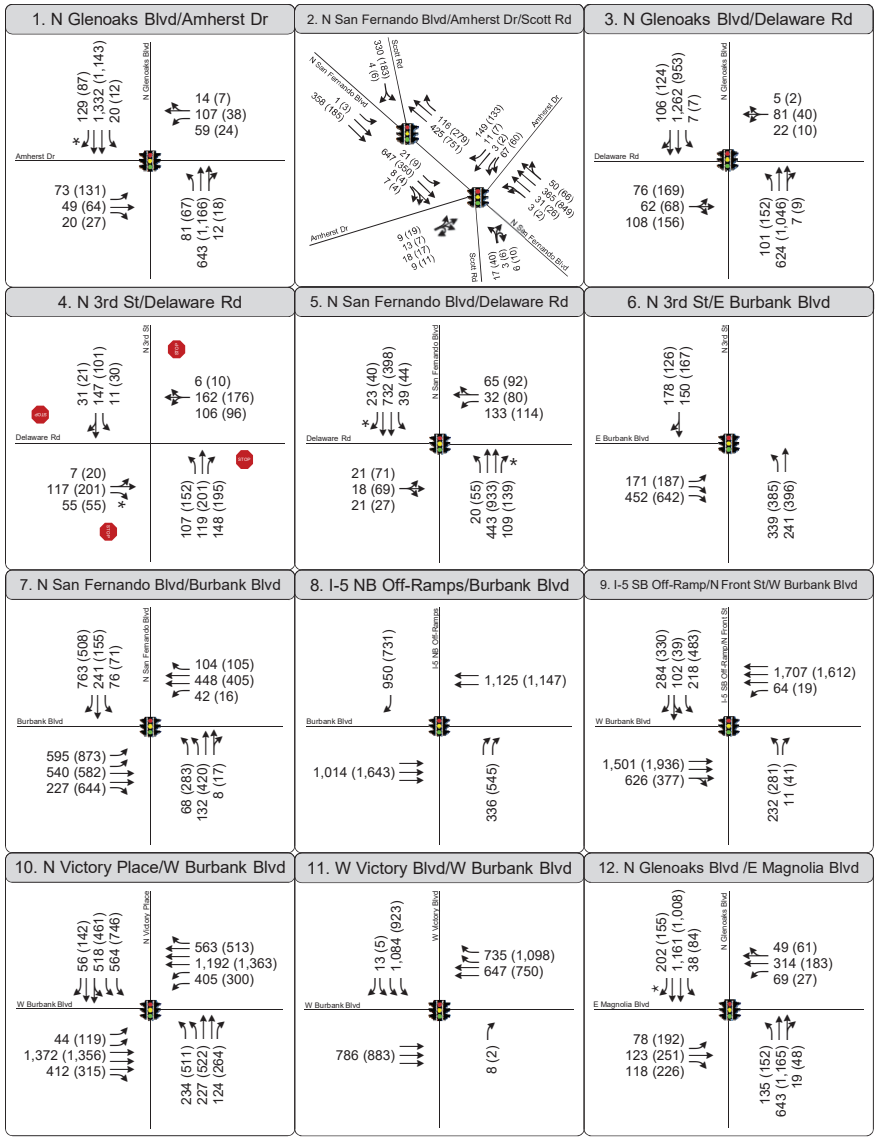
Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent, nearly free-flow conditions at LOS A to overloaded, stop-and-go conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. Level of service definitions for signalized intersections can be found in Table 1. Levels of service definitions for unsignalized intersections are provided in Table 2.



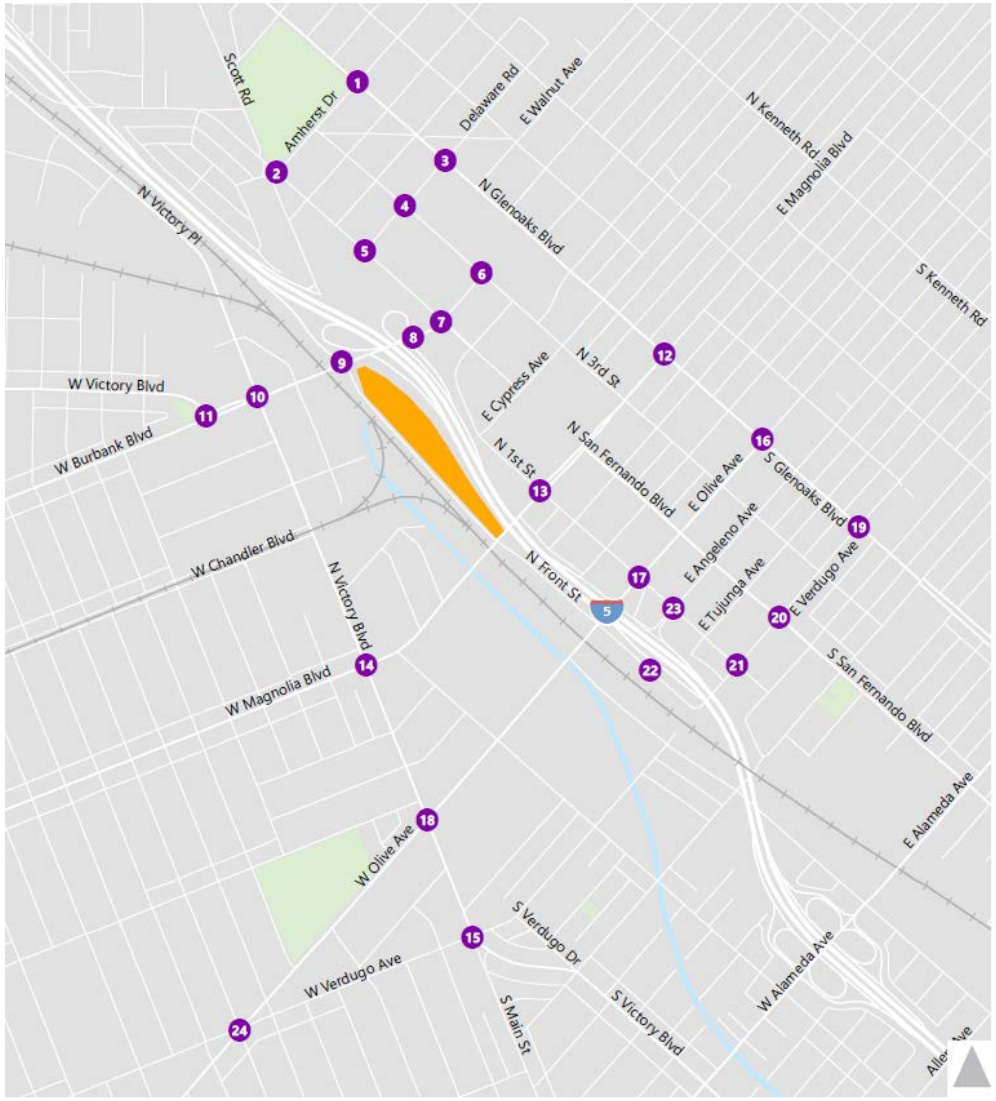
Study Intersection

Project Site



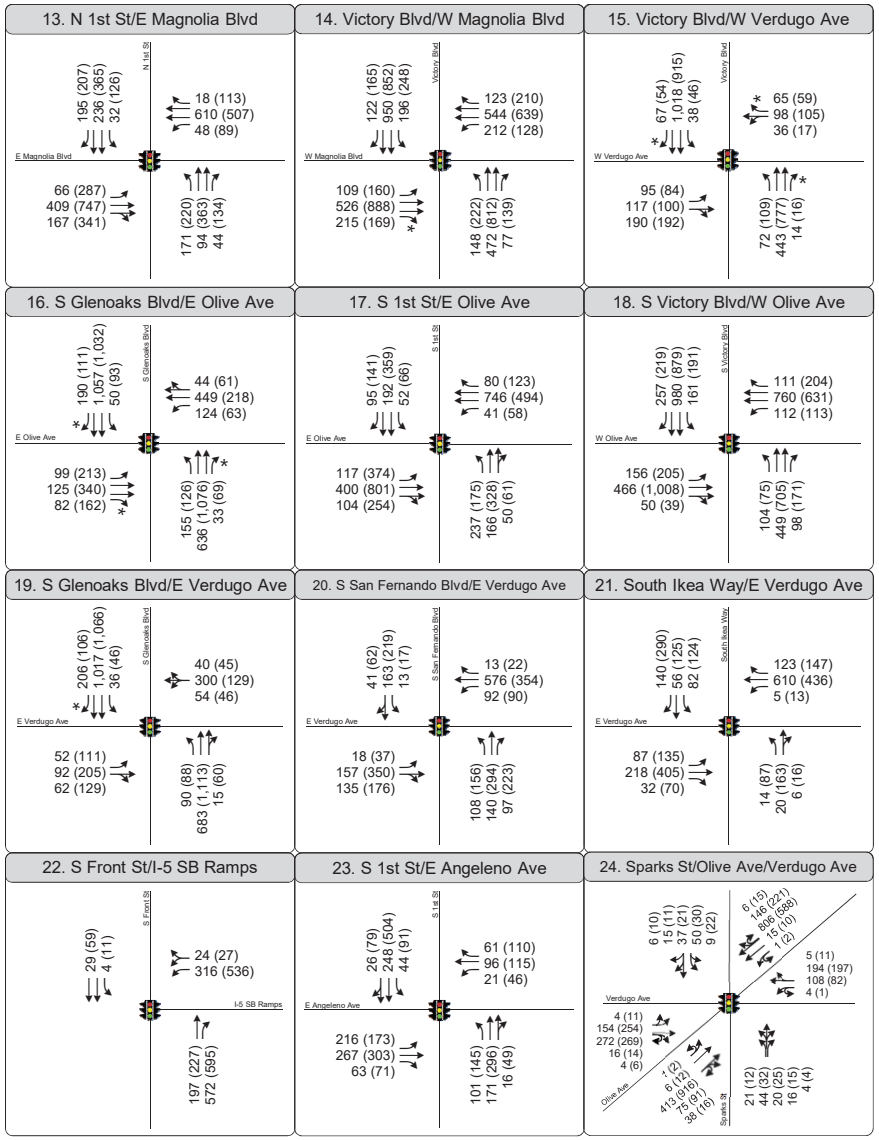
*De facto right turn lane

Figure 5
Peak Hour Traffic Volumes and Lane Configurations
Existing Conditions (2018)



Study Intersection

Project Site



*De facto right turn lane

Figure 5

Peak Hour Traffic Volumes and Lane Configurations

Existing Conditions (2018)

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

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

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

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS

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

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

The intersections were analyzed according to City of Burbank traffic study policies and procedures. The City of Burbank requires the use of Critical Movement Analysis (CMA) methodology (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) to evaluate intersection operations. The CMA method of intersection capacity analysis determines the intersection volume-to-capacity (V/C) ratio and corresponding LOS for turning movements and intersection characteristics at signalized intersections. Traffix for Windows was selected as the software to calculate the intersection LOS for this analysis. Traffix for Windows is an interactive computer software program that evaluates and forecasts traffic operating conditions.

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

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

LOS worksheets for signalized and unsignalized intersections are included in Appendix B.

Existing Levels of Service

The traffic volumes shown in Figure 5 were analyzed using the methodologies described above to determine the current operating conditions at the existing analyzed intersections. The calculation is expressed as a V/C ratio for signalized intersections, and in delay in terms of seconds per vehicle for unsignalized intersections located in the City of Burbank. Table 3 summarizes the existing LOS for the 24 study intersections. Detailed intersection traffic analysis LOS calculations are provided in Appendix B. As indicated, one intersection is projected to operate at LOS E during both peak hours: I-5 SB Off-Ramp/Front Street & Burbank Boulevard. The remaining study intersections operate at LOS D or better under existing peak hour traffic conditions.

TABLE 3
777 N FRONT STREET PROJECT
EXISTING (2018) INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	INTERSECTION CONTROL	PEAK HOUR	Existing (2018)	
				V/C or Delay	LOS
1	N Glenoaks Boulevard & Amherst Drive	Signalized	AM	0.629	B
			PM	0.544	A
2	N San Fernando Boulevard & Amherst Drive [1]	Signalized	AM	0.687	B
			PM	0.689	B
3	N Glenoaks Boulevard & Delaware Road	Signalized	AM	0.669	B
			PM	0.694	B
4	N 3rd Street & Delaware Road	AWSC	AM	12.1	B
			PM	14.0	B
5	N San Fernando Boulevard & Delaware Road	Signalized	AM	0.386	A
			PM	0.528	A
6	N 3rd Street & E Burbank Boulevard	Signalized	AM	0.588	A
			PM	0.607	B
7	N San Fernando Boulevard & Burbank Boulevard	Signalized	AM	0.745	C
			PM	0.722	C
8	I-5 NB Off-Ramps & Burbank Boulevard	Signalized	AM	0.498	A
			PM	0.582	A
9	I-5 SB Off-Ramp/N Front Street & W Burbank Boulevard	Signalized	AM	0.905	E
			PM	0.983	E
10	N Victory Place & W Burbank Boulevard	Signalized	AM	0.780	C
			PM	0.869	D
11	W Victory Boulevard & W Burbank Boulevard	Signalized	AM	0.502	A
			PM	0.494	A
12	N Glenoaks Boulevard & E Magnolia Boulevard	Signalized	AM	0.652	B
			PM	0.671	B
13	N 1st Street & E Magnolia Boulevard	Signalized	AM	0.488	A
			PM	0.753	C
14	Victory Boulevard & W Magnolia Boulevard	Signalized	AM	0.783	C
			PM	0.874	D
15	Victory Boulevard & W Verdugo Avenue	Signalized	AM	0.616	B
			PM	0.584	A
16	S Glenoaks Boulevard & E Olive Avenue	Signalized	AM	0.713	C
			PM	0.689	B
17	South First Street & E Olive Avenue	Signalized	AM	0.599	A
			PM	0.709	C
18	S Victory Boulevard & W Olive Avenue	Signalized	AM	0.806	D
			PM	0.841	D
19	S Glenoaks Boulevard & E Verdugo Avenue	Signalized	AM	0.663	B
			PM	0.643	B
20	S San Fernando Boulevard & E Verdugo Avenue	Signalized	AM	0.604	B
			PM	0.702	C
21	South Ikea Way & E Verdugo Avenue	Signalized	AM	0.585	A
			PM	0.636	B
22	S Front Street & I-5 SB Ramps	Signalized	AM	0.508	A
			PM	0.610	B
23	South First Way & E Angeleno Avenue	Signalized	AM	0.367	A
			PM	0.524	A
24	Olive Avenue/Sparks Road & W Verdugo Avenue [1]	Signalized	AM	0.663	B
			PM	0.755	C

Notes:

AWSC All-way stop controlled intersections

[1] 5/6-legged intersection, v/c calculated by hand

3. TRAFFIC PROJECTIONS

PROJECT TRAFFIC

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

Project Traffic Generation

The proposed project consists of, retail, restaurant, residential units, and a hotel. Trip generation rates from the Institute of Transportation Engineers (ITE) using the *Trip Generation, 10th Edition*, (ITE, 2017), in conjunction with the City of Burbank were used to estimate trip making characteristics for these land uses. In case of trips to the hotel and residential units, the ITE trip generation equations were used instead of the linear trip generation rate. For all other land uses, the ITE trip generation rate has been used.

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

The proposed project, following the application of the trip generation credits described above, would generate approximately 5,261 net daily trips, including 314 and 398 trips in the AM and PM peak hours, respectively. Table 4 shows the trip generation for the project.

TABLE 4
777 N FRONT STREET PROJECT
PROJECT TRIP GENERATION ESTIMATES

Land Use	Size	ITE Code	Trip Generation Rates [a]							Estimated Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	Rate	In	Out	Rate	In	Out	Trips	In	Out	Total	In	Out	Total
Proposed Land Uses																
Mid-Rise Apartments [b]	573 DU	221	Equation	Equation	26%	74%	Equation	61%	39%	3,121	49	140	189	144	93	237
Less: Internal capture [b]			*1%*		*1%*	*2%*		*1%*	*5%*	*(31)*	*(1)*	*(2)*	*(3)*	*(2)*	*(5)*	*(7)*
Less: Walk/transit/bike credit [c]			*10%*	*10%*			*10%*			*(312)*	*(5)*	*(14)*	*(19)*	*(14)*	*(9)*	*(23)*
Total Driveway Trips										2,778	43	124	167	128	79	207
Retail/Gallery Space	1.067 ksf	820	37.75	0.94	62%	38%	3.81	48%	52%	40	1	0	1	2	2	4
Less: Internal capture [b]			*13%*		*0%*	*0%*		*67%*	*67%*	*(5)*	*0*	*0*	*0*	*(1)*	*(1)*	*(2)*
Less: Walk/transit/bike credit [c]			*5%*	*5%*			*5%*			*(2)*	*0*	*0*	*0*	*0*	*0*	*0*
Total Driveway Trips										33	1	0	1	1	1	2
Hotel [d]	307 rooms	310	8.36	Equation	59%	41%	Equation	51%	49%	2,567	87	61	148	104	100	204
Less: Internal capture [b]			*1%*		*0%*	*2%*		*5%*	*1%*	*(26)*	*0*	*(1)*	*(1)*	*(5)*	*(1)*	*(6)*
Less: Walk/transit/bike credit [c]			*10%*	*10%*			*10%*			*(257)*	*(9)*	*(6)*	*(15)*	*(10)*	*(10)*	*(20)*
Total Driveway Trips										2,284	78	54	132	89	89	178
High-Turnover (Sit-Down) Restaurant	1.800 ksf	932	112.18	9.94	55%	45%	9.77	62%	38%	202	10	8	18	11	7	18
Less: Internal capture [b]			*13%*		*24%*	*7%*		*26%*	*42%*	*(26)*	*(2)*	*(1)*	*(3)*	*(3)*	*(3)*	*(6)*
Less: Walk/transit/bike credit [c]			*5%*	*5%*			*5%*			*(10)*	*(1)*	*0*	*(1)*	*(1)*	*0*	*(1)*
Total Driveway Trips										166	7	7	14	7	4	11
TOTAL DRIVEWAY TRIPS										**5,261**	**129**	**185**	**314**	**225**	**173**	**398**

Notes:

a. Source for trip generation rates: *Trip Generation Manual, 10th Edition* , Institute of Transportation Engineers (ITE), 2017.

b. ITE code 221 Multifamily Housing Mid-Rise was used with the General Urban/Suburban setting rate.
Daily Equation: T = 5.45(X) - 1.75
AM Equation: Ln(T) = 0.98 Ln(X) - 0.98
PM Equation: Ln(T) = 0.96 Ln(X) - 0.63

c. Internal capture represents the percentage of trips between land uses that occur within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.

d. A 5-10% walk/transit/bike credit was applied to account for the number and frequency of local bus service within walking distance of the Project.

e. AM Equation: T = 0.50(X) - 5.34
PM Equation: T = 0.75(X) - 26.02

Project Traffic Distribution

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

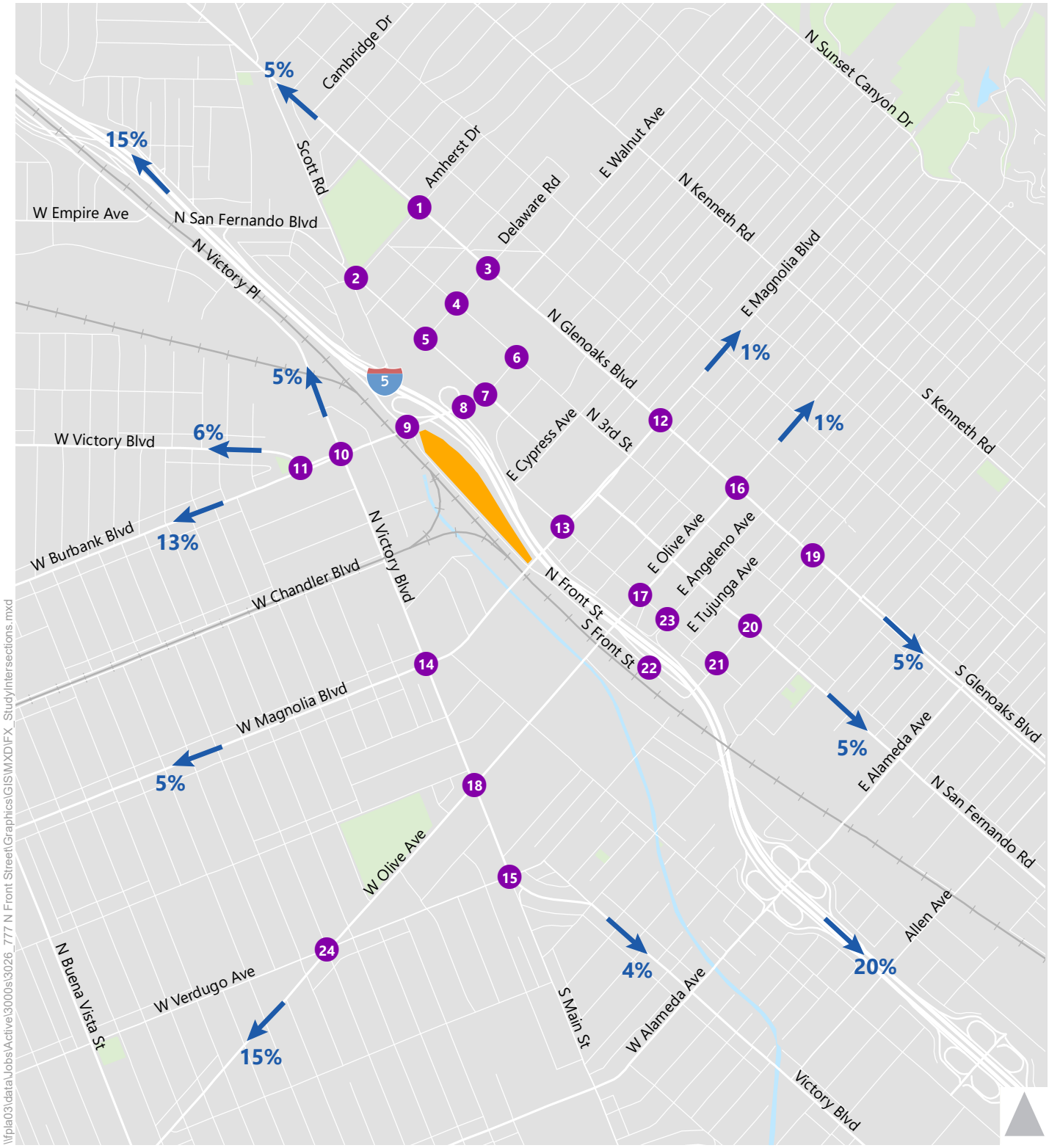
The City's Travel Demand Model was used to develop the project trip distribution and represents a localized version of the regional Southern California Association of Governments (SCAG) model. The distribution pattern illustrated in Figure 6 was applied for project traffic, under both existing and future conditions.

Project Traffic Assignment

The traffic generated by the proposed project was assigned to the street network using the distribution patterns described in Figure 6. Figure 7 and Figure 8 illustrate how project generated trips were assigned in the peak hours for the Existing plus Project scenario and the Future plus Project scenario. The assignment of project volumes differs between the existing and future conditions due to the opening of the reconfigured ramps for Interstate 5 at Burbank Boulevard.

EXISTING PLUS PROJECT TRAFFIC CONDITIONS AND LEVEL OF SERVICE

The project traffic estimated under the aforementioned section was added to the existing (Year 2018) traffic volumes to estimate existing plus project traffic volumes. Existing plus Project traffic volumes presented in Figure 9 were analyzed to determine the projected V/C ratios or delay and LOS for each of the analyzed intersections under this scenario. Table 5 summarizes the Existing plus Project LOS. As indicated, I-SB Off-Ramp/Front Street & Burbank Boulevard is projected to operate at LOS F during both peak hours. The remaining study intersections operate at LOS D or better under existing plus project peak hour traffic conditions.

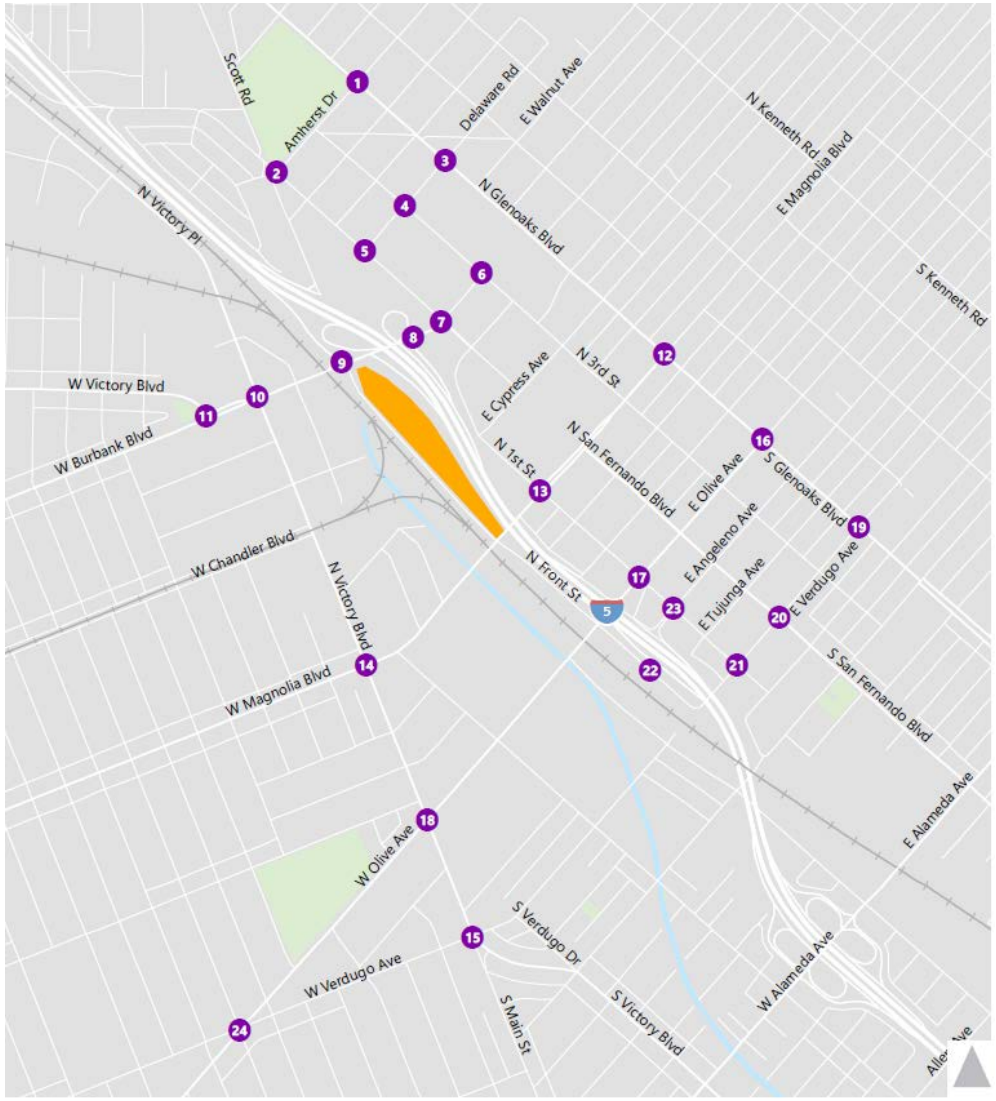


Study Intersection

Project Site

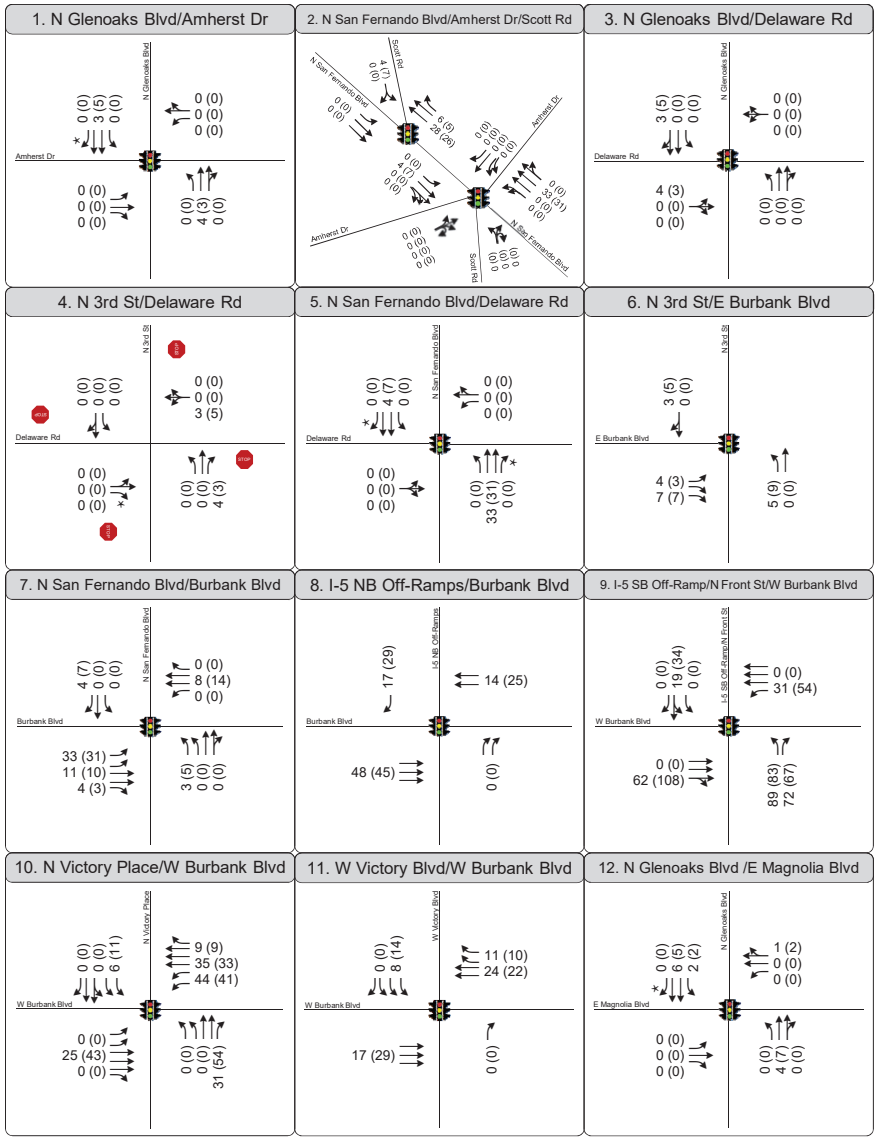
Figure 6

Project Trip Distribution



Study Intersection

Project Site

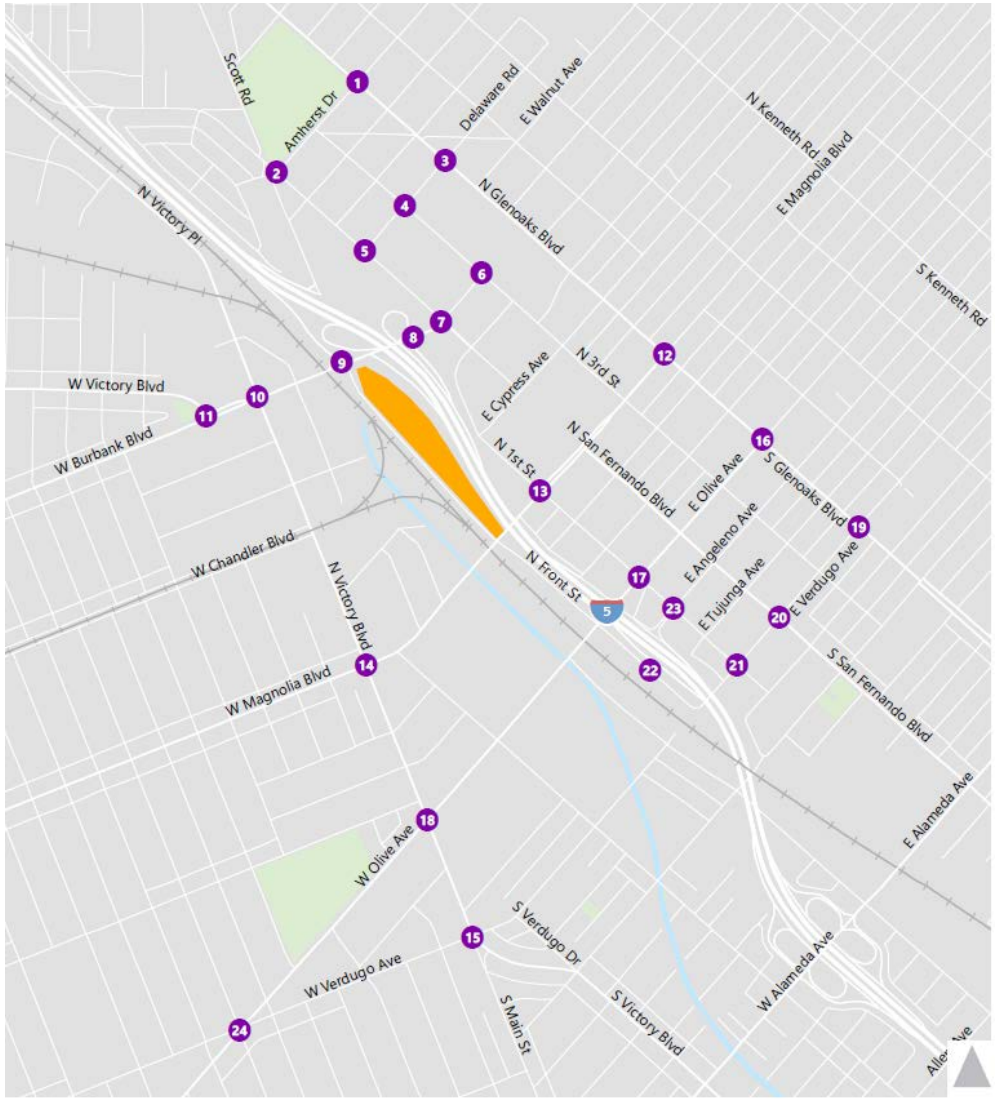


*De facto right turn lane

Figure 7

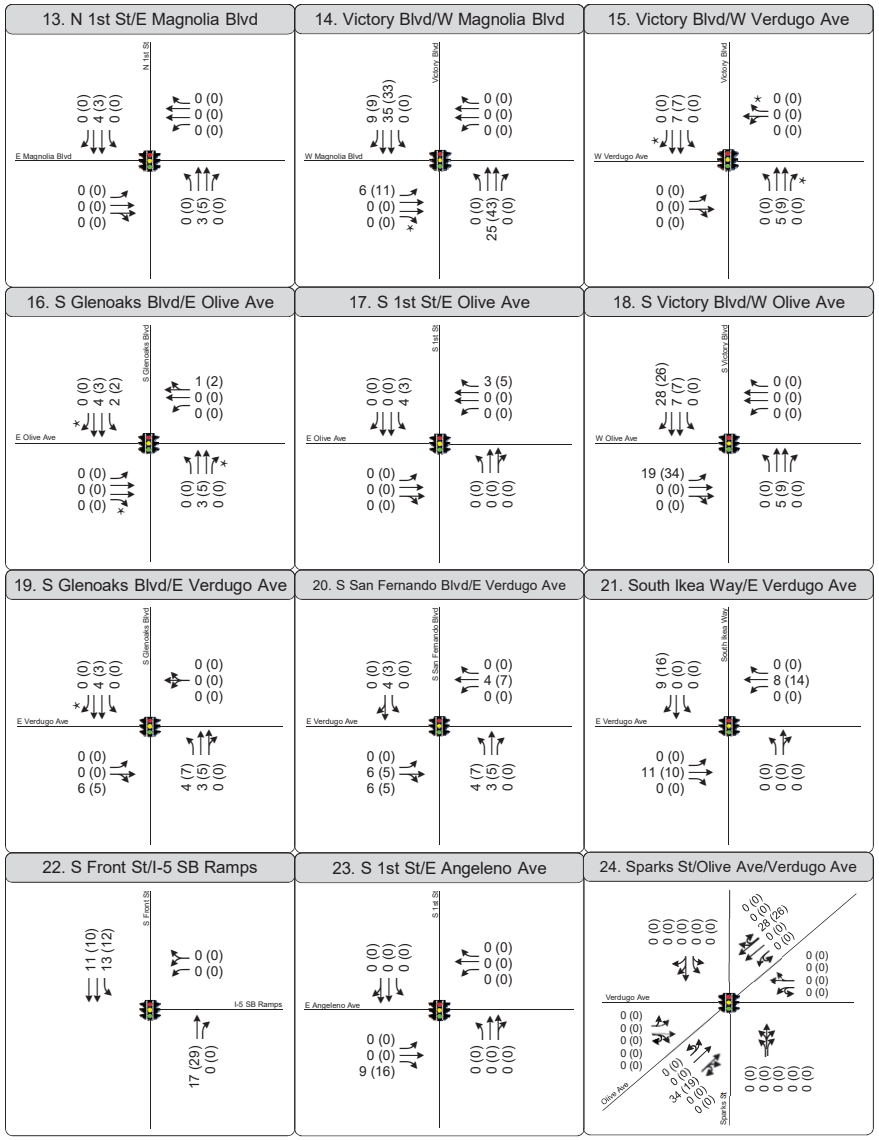
Peak Hour Traffic Volumes and Lane Configurations

Project Only - Existing Conditions (2018)



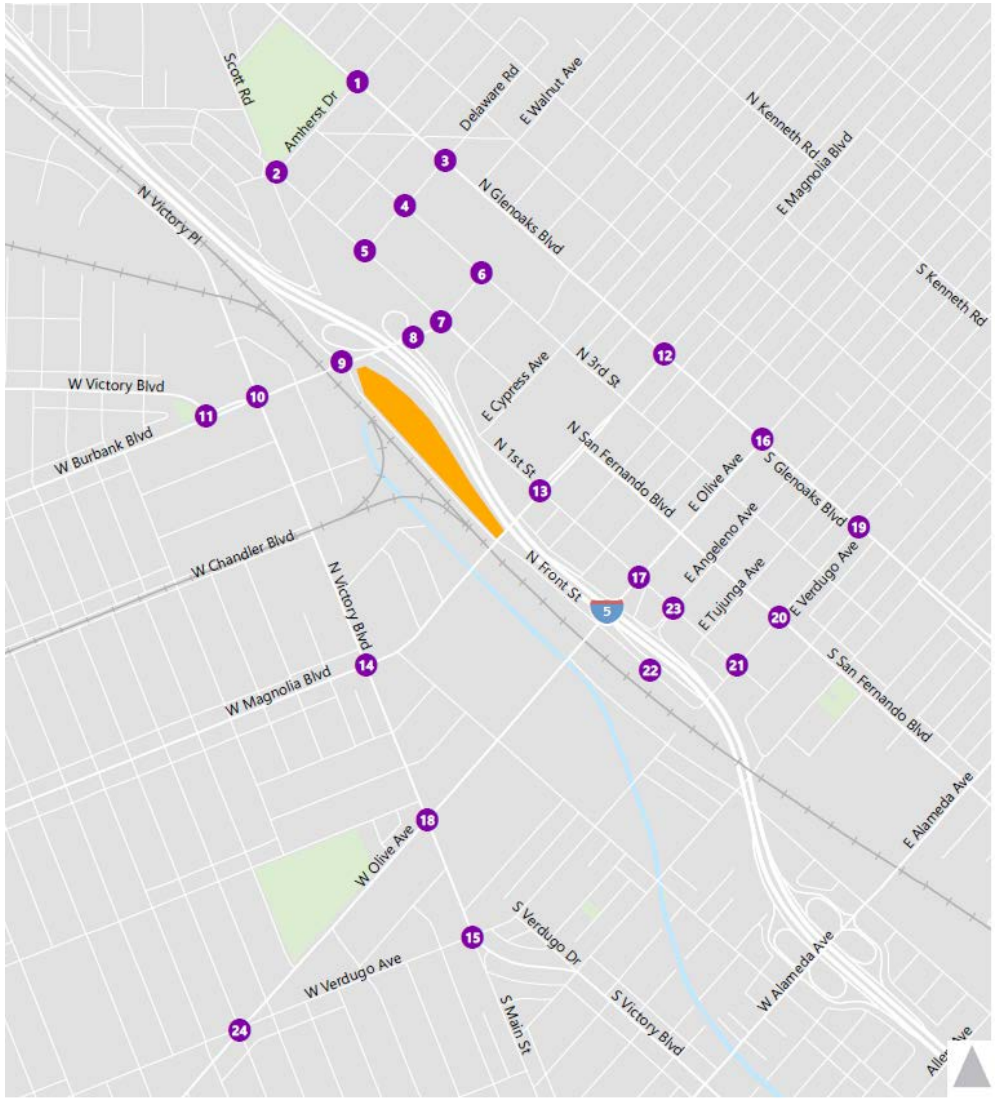
Study Intersection

Project Site



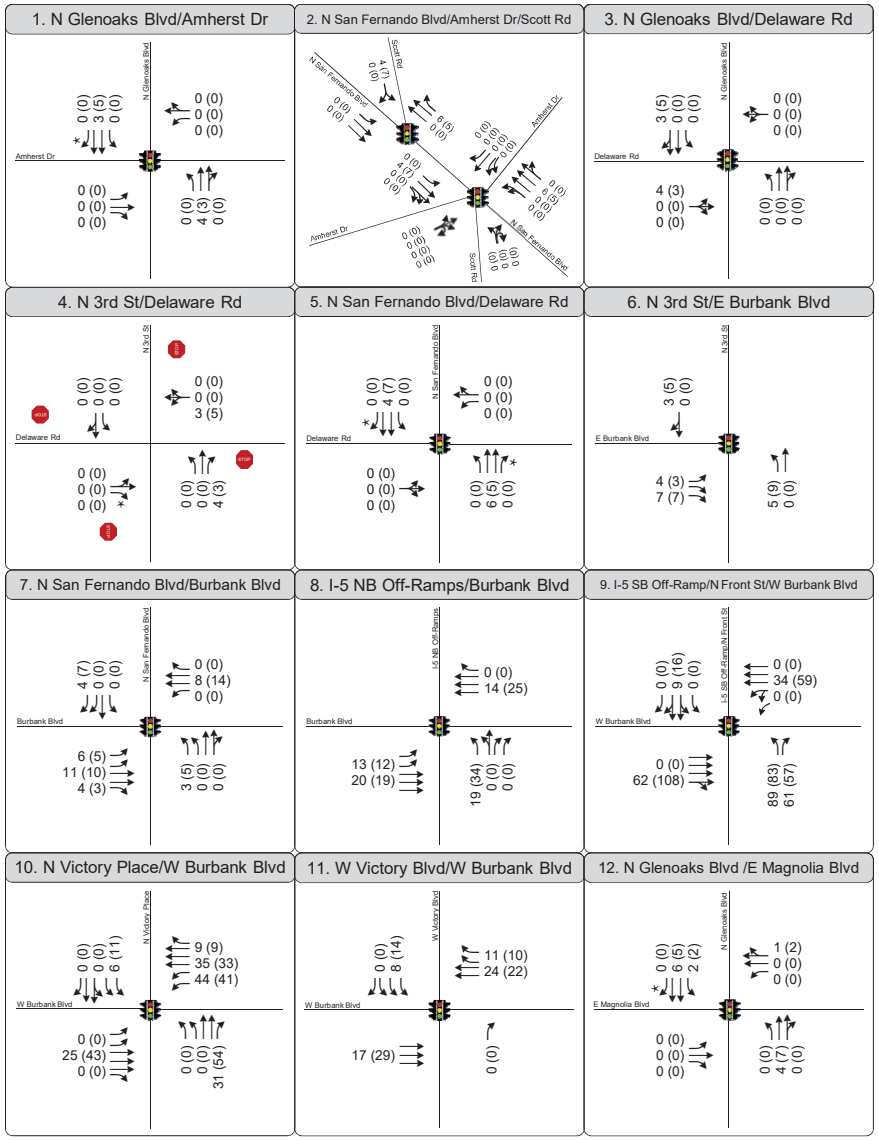
*De facto right turn lane

Figure 7
Peak Hour Traffic Volumes and Lane Configurations
Project Only - Existing Conditions (2018)



Study Intersection

Project Site

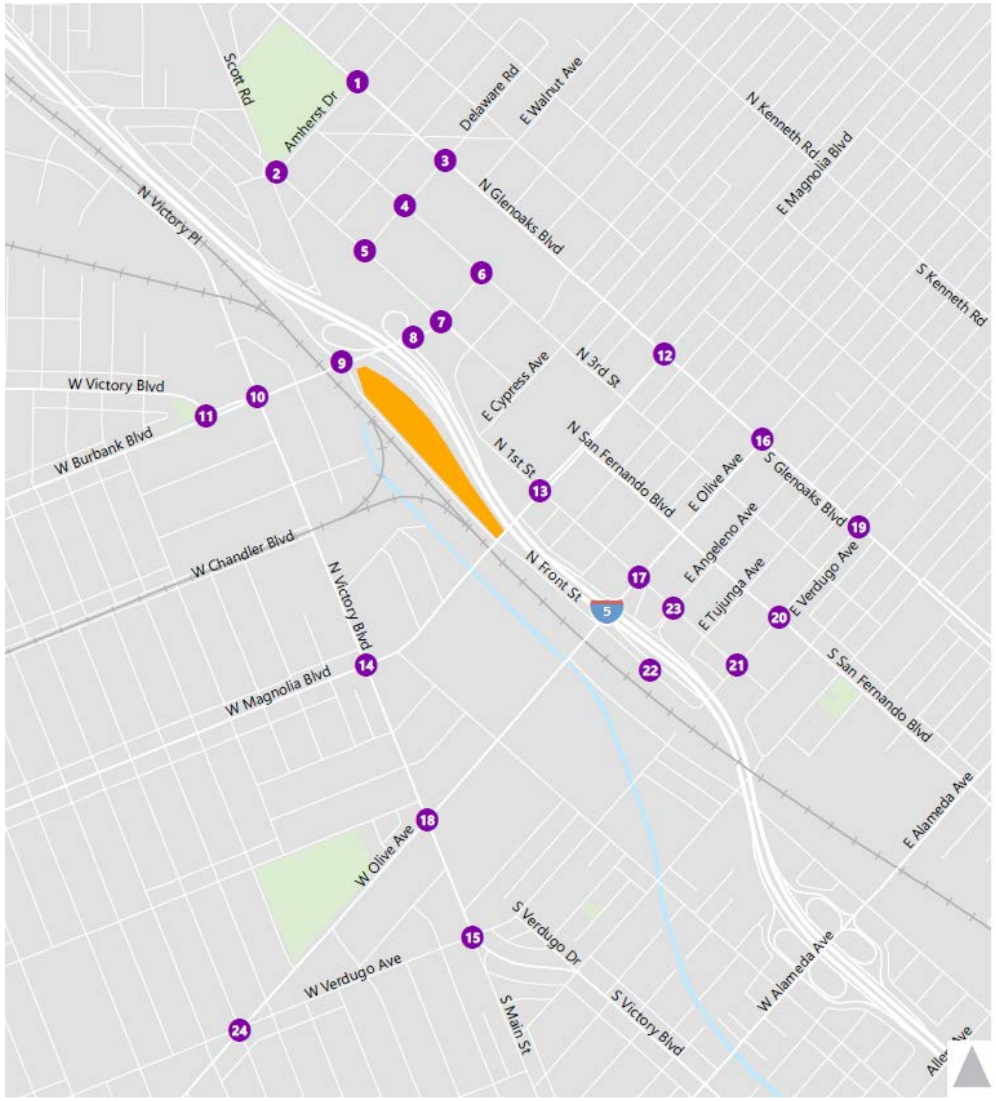


*De facto right turn lane

Figure 8

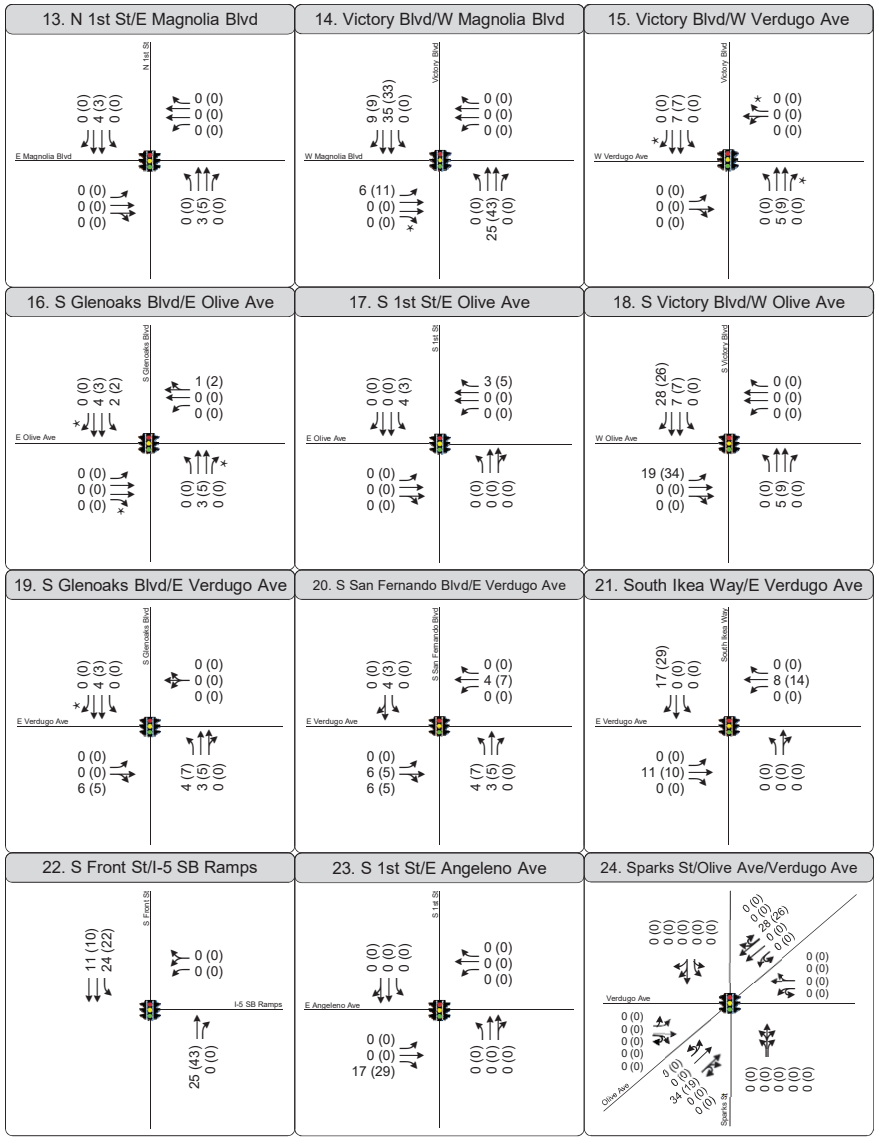
Peak Hour Traffic Volumes and Lane Configurations

Project Only - Future Base Conditions (2022)



Study Intersection

Project Site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E Magnolia Blvd
N 1st St
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4 (3)
0 (0)
0 (0)
0 (0)
0 (0)
0 (0)
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0 (0)
3 (5)
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14. Victory Blvd/W Magnolia Blvd
W Magnolia Blvd
Victory Blvd
9 (9)
35 (33)
0 (0)
6 (11)
0 (0)
0 (0)
0 (0)
0 (0)
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25 (43)
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15. Victory Blvd/W Verdugo Ave
W Verdugo Ave
Victory Blvd
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0 (0)
0 (0)
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5 (9)
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16. S Glenoaks Blvd/E Olive Ave
E Olive Ave
S Glenoaks Blvd
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4 (3)
2 (2)
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18. S Victory Blvd/W Olive Ave
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28 (26)
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19 (34)
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19. S Glenoaks Blvd/E Verdugo Ave
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20. S San Fernando Blvd/E Verdugo Ave
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6 (5)
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4 (7)
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21. South Ikea Way/E Verdugo Ave
E Verdugo Ave
South Ikea Way
17 (29)
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11 (10)
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0 (0)
8 (14)
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22. S Front St/I-5 SB Ramps
S Front St
I-5 SB Ramps
11 (10)
24 (22)
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25 (43)
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23. S 1st St/E Angeleno Ave
E Angeleno Ave
S 1st St
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0 (0)
17 (29)
0 (0)
0 (0)
0 (0)
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24. Sparks St/Olive Ave/Verdugo Ave
Verdugo Ave
Olive Ave
Sparks St
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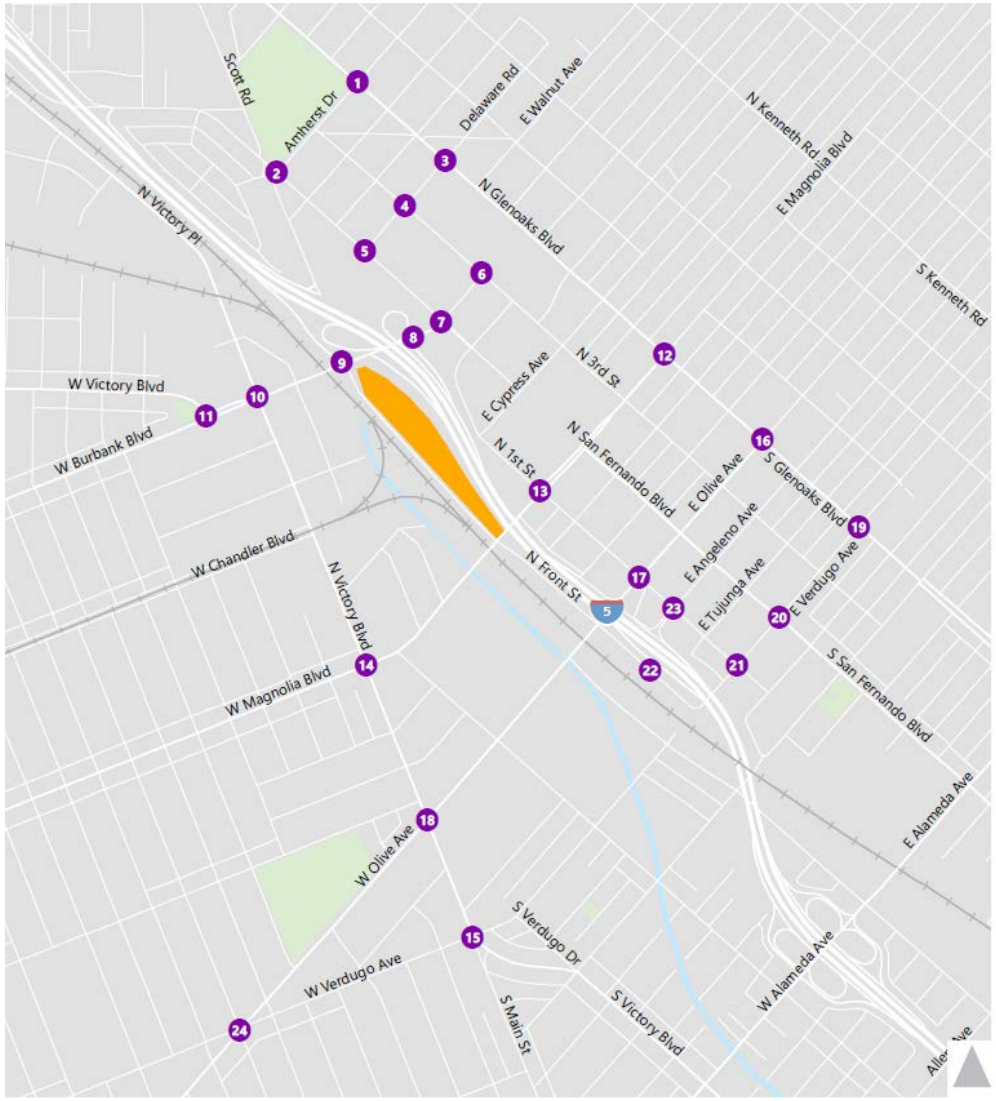
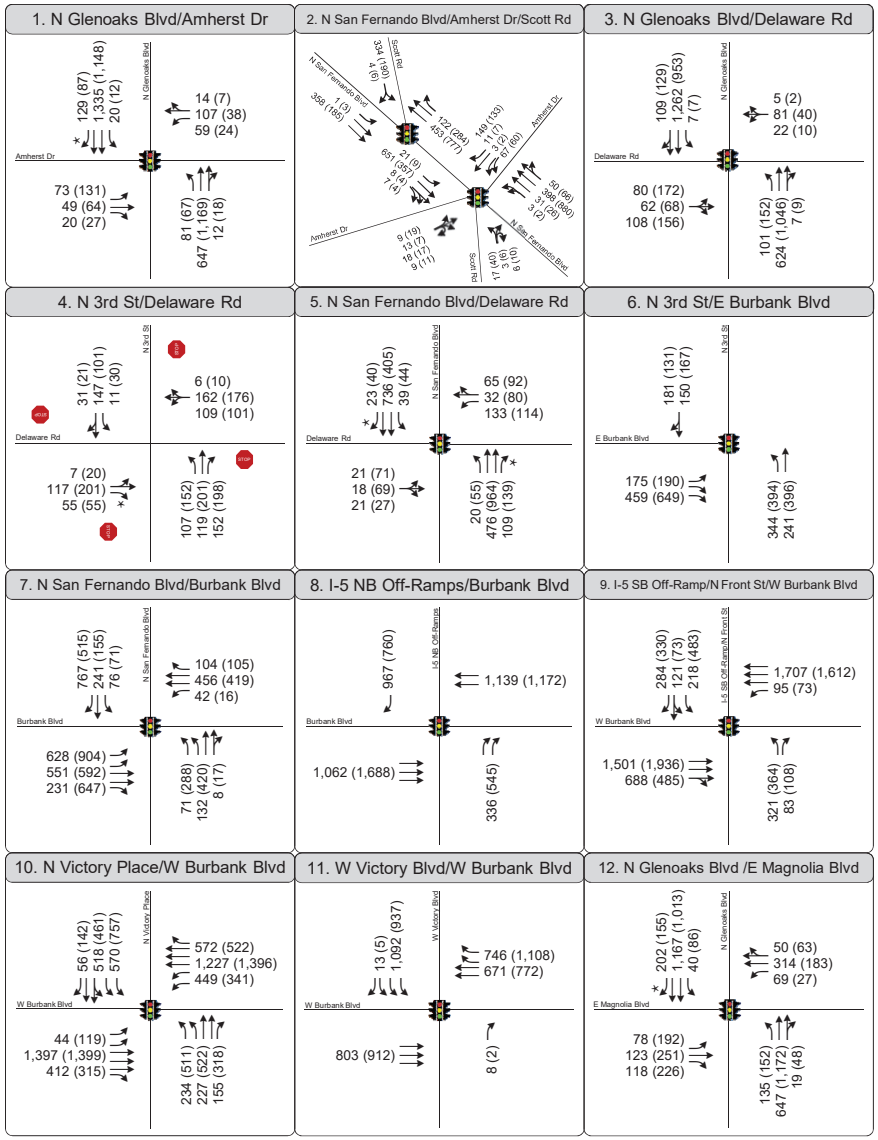


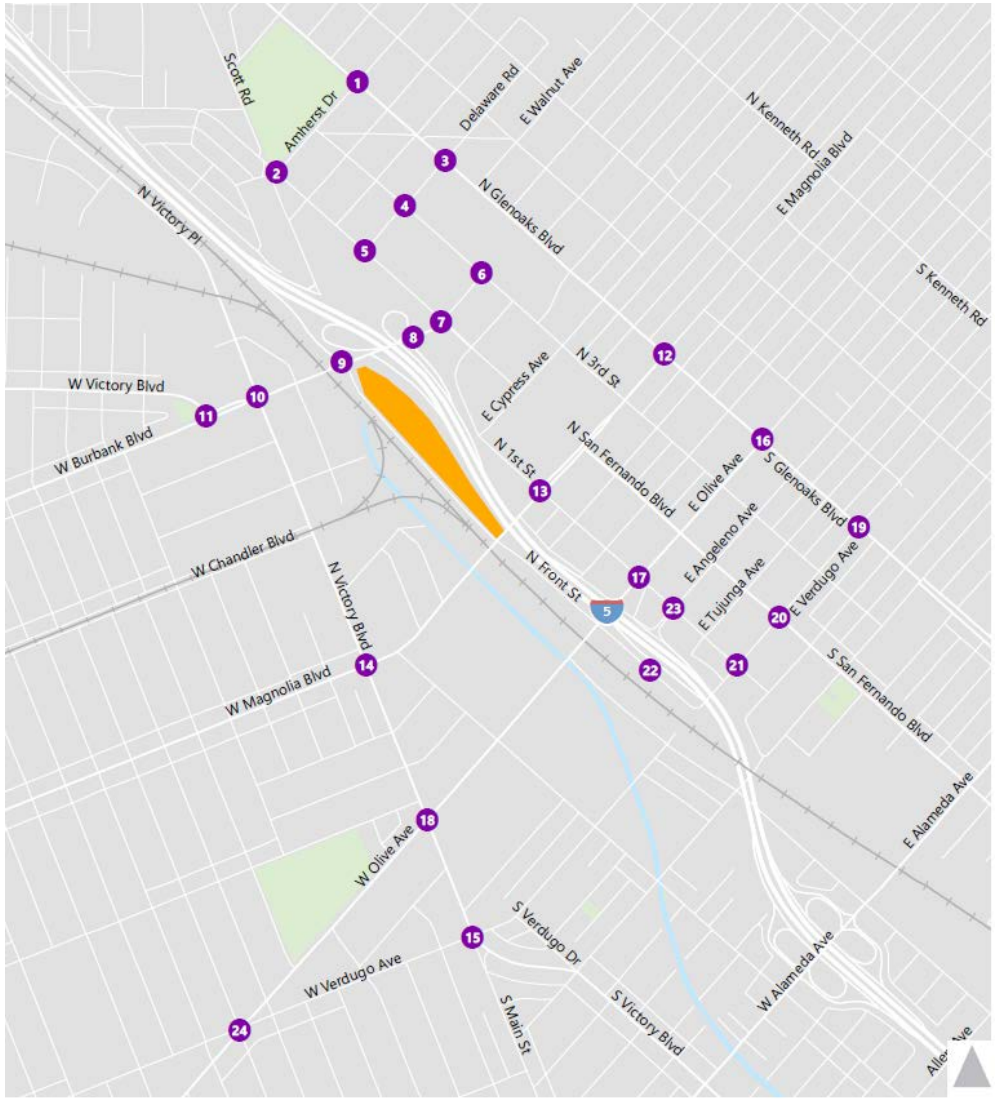
Study Intersection

Project Site



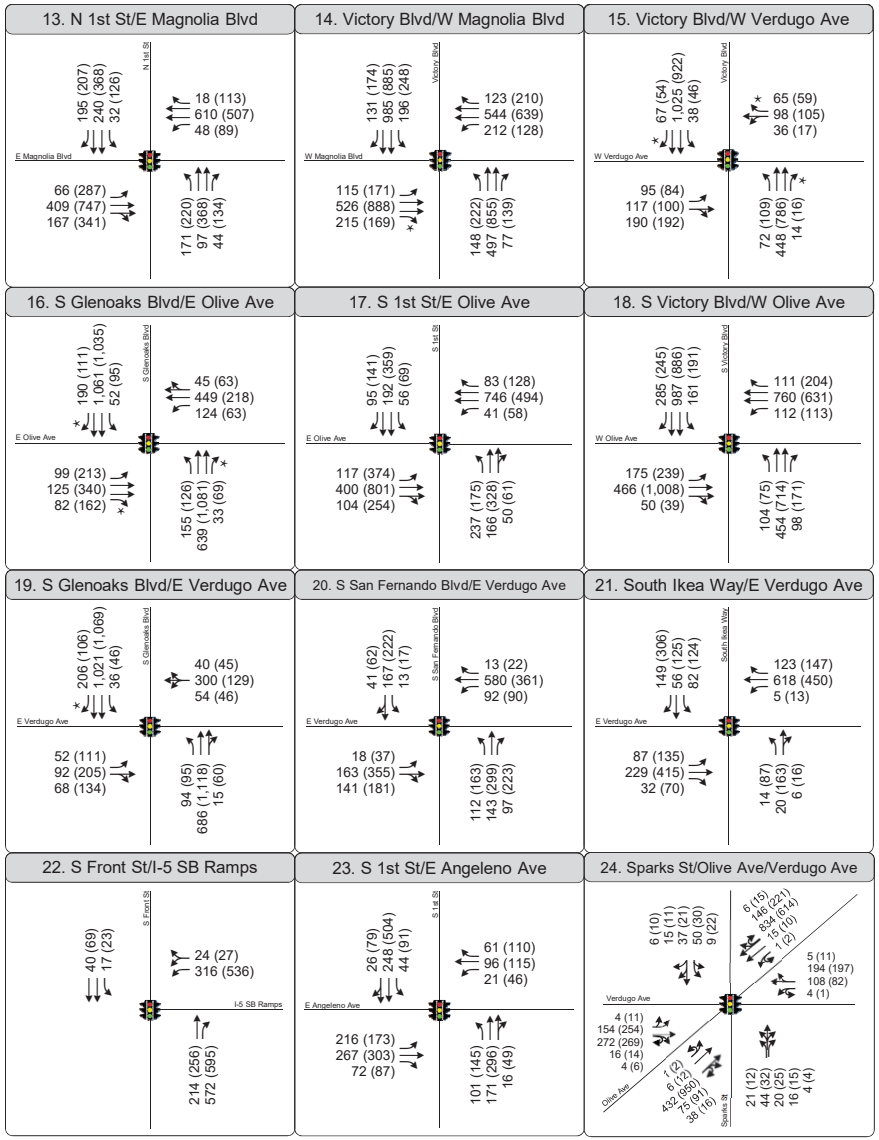
*De facto right turn lane

Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Existing + Project Conditions (2018)



Study Intersection

Project Site



*De facto right turn lane

Figure 9

Peak Hour Traffic Volumes and Lane Configurations

Existing + Project Conditions (2018)

TABLE 5
777 N FRONT STREET PROJECT
EXISTING (2018) + PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	INTERSECTION CONTROL	PEAK HOUR	Existing (2018)		Existing (2018) + Project		Impacts	
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	Significant?
1	N Glenoaks Boulevard & Amherst Drive	Signalized	AM	0.629	B	0.630	B	0.001	No
			PM	0.544	A	0.546	A	0.002	No
2	N San Fernando Boulevard & Amherst Drive [1]	Signalized	AM	0.687	B	0.699	B	0.012	No
			PM	0.689	B	0.708	C	0.019	No
3	N Glenoaks Boulevard & Delaware Road	Signalized	AM	0.669	B	0.672	B	0.003	No
			PM	0.694	B	0.698	B	0.004	No
4	N 3rd Street & Delaware Road	AWSC	AM	12.1	B	12.2	B	0.1	No
			PM	14.0	B	14.2	B	0.2	No
5	N San Fernando Boulevard & Delaware Road	Signalized	AM	0.386	A	0.387	A	0.001	No
			PM	0.528	A	0.538	A	0.010	No
6	N 3rd Street & E Burbank Boulevard	Signalized	AM	0.588	A	0.596	A	0.008	No
			PM	0.607	B	0.619	B	0.012	No
7	N San Fernando Boulevard & Burbank Boulevard	Signalized	AM	0.745	C	0.752	C	0.007	No
			PM	0.722	C	0.742	C	0.020	No
8	I-5 NB Off-Ramps & Burbank Boulevard	Signalized	AM	0.498	A	0.503	A	0.005	No
			PM	0.582	A	0.591	A	0.009	No
9	I-5 SB Off-Ramp/N Front Street & W Burbank Boulevard	Signalized	AM	0.905	E	1.003	F	0.098	Yes
			PM	0.983	E	1.105	F	0.122	Yes
10	N Victory Place & W Burbank Boulevard	Signalized	AM	0.780	C	0.804	D	0.024	Yes
			PM	0.869	D	0.897	D	0.028	Yes
11	W Victory Boulevard & W Burbank Boulevard	Signalized	AM	0.502	A	0.512	A	0.010	No
			PM	0.494	A	0.505	A	0.011	No
12	N Glenoaks Boulevard & E Magnolia Boulevard	Signalized	AM	0.652	B	0.654	B	0.002	No
			PM	0.671	B	0.676	B	0.005	No
13	N 1st Street & E Magnolia Boulevard	Signalized	AM	0.488	A	0.488	A	0.000	No
			PM	0.753	C	0.754	C	0.001	No
14	Victory Boulevard & W Magnolia Boulevard	Signalized	AM	0.783	C	0.795	C	0.012	No
			PM	0.874	D	0.889	D	0.015	No
15	Victory Boulevard & W Verdugo Avenue	Signalized	AM	0.616	B	0.618	B	0.002	No
			PM	0.584	A	0.586	A	0.002	No
16	S Glenoaks Boulevard & E Olive Avenue	Signalized	AM	0.713	C	0.714	C	0.001	No
			PM	0.689	B	0.691	B	0.002	No
17	South First Street & E Olive Avenue	Signalized	AM	0.599	A	0.599	A	0.000	No
			PM	0.709	C	0.709	C	0.000	No
18	S Victory Boulevard & W Olive Avenue	Signalized	AM	0.806	D	0.822	D	0.016	No
			PM	0.841	D	0.845	D	0.004	No
19	S Glenoaks Boulevard & E Verdugo Avenue	Signalized	AM	0.663	B	0.667	B	0.004	No
			PM	0.643	B	0.648	B	0.005	No
20	S San Fernando Boulevard & E Verdugo Avenue	Signalized	AM	0.604	B	0.612	B	0.008	No
			PM	0.702	C	0.715	C	0.013	No
21	South Ikea Way & E Verdugo Avenue	Signalized	AM	0.585	A	0.591	A	0.006	No
			PM	0.636	B	0.646	B	0.010	No
22	S Front Street & I-5 SB Ramps	Signalized	AM	0.508	A	0.517	A	0.009	No
			PM	0.610	B	0.618	B	0.008	No
23	South First Way & E Angeleno Avenue	Signalized	AM	0.367	A	0.367	A	0.000	No
			PM	0.524	A	0.524	A	0.000	No
24	Olive Avenue/Sparks Road & W Verdugo Avenue [1]	Signalized	AM	0.663	B	0.672	B	0.009	No
			PM	0.755	C	0.767	C	0.012	No

Notes:

[1] 5/6-legged intersection, v/c calculated by hand

4. FUTURE TRAFFIC CONDITIONS

To evaluate the potential impacts of the proposed project on Future Base (Year 2022) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the project (related projects). These projected traffic volumes, identified herein as the Future Base conditions, represent the future study year conditions without the proposed project. The traffic generated by the proposed project was then estimated and assigned to the surrounding street system. The project traffic was added to the Future Base to form the Future plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the project itself.

FUTURE BASE TRAFFIC PROJECTIONS

The Future Base traffic projections reflect growth in traffic from two primary sources: background or ambient growth in the existing traffic volumes to reflect the effects of overall regional growth both in and outside of the study area, and traffic generated by specific projects in, or in the vicinity of, the study area.

Areawide Traffic Growth

The City of Burbank General Plan forecasts growth of traffic volumes of approximately 0.72% per year in the vicinity of the study area. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate at least through the year 2022. This adjustment was applied to the existing (year 2018) traffic volume data to reflect the effect of ambient growth by the year 2022.

Future Project Traffic Generation and Assignment

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

Information on future projects was collected from the City of Burbank. A total of 22 related projects that affect the study area were identified. Three related projects within the City of Glendale were also identified. The projects are summarized in Table 6 and their locations illustrated in Figure 10.

Trip generation estimates for each of the related projects listed in Table 6 were provided by the respective city or developed using trip generation rates from Trip Generation, 10th Edition, (ITE, 2017), unless otherwise noted. Combined, the future projects are estimated to generate approximately 86,588 daily weekday trips, of which 10,588 vehicles per hour (vph) will occur during the morning peak hour and 11,108 vph during the evening peak hour. A significant portion of these trips would be attributed to development of the Studio Master Plans, specifically the Warner Brothers Studio located at 4000 Warner Boulevard (Related Project No. 17). Development of the Warner Brothers Studio is anticipated to generate approximately 19,150 net daily trips, including 3,110 net peak hour AM trips and 3,293 net peak hour PM trips.

The opening year for the Warner Brothers Studio is 2027. The opening year for all the other future development projects is not known in all cases and frequently changes. All future development projects were assumed to be built and operational by the Project's buildout year of 2022. This would make the Future Base (Year 2022) conditions conservative from a traffic impacts perspective. The peak hour future project traffic volumes for the analyzed intersections are illustrated in Figure 11.

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

Background Shifts Due to Reconfiguration of Burbank Boulevard Interchange

As part of the Interstate-5 reconstruction, the interchange at Burbank Boulevard is being reconfigured to provide on- and off-ramps for both northbound and southbound travel. Currently the interchange at Burbank Boulevard does not include a northbound on-ramp. The study used the City model and existing counts to estimate background shifts. Background shifts related to the new interchange are included in Figure 11.

Future Base Intersection Improvements

As part of the I-5 reconstruction, the Burbank Boulevard interchange ramps are being reconfigured. The lane geometry changes associated with the Burbank Boulevard interchange improvements were incorporated in the future scenarios.

The San Fernando Boulevard & Burbank Boulevard intersection will be improved as well. The existing signal provides split phasing for each intersection approach. With the signal improvements, the signal will operate with protected left-turn phasing. The signal phasing improvement was incorporated in the future scenarios. In addition, the intersection will be reconfigured to add a second southbound right turn lane on San Fernando Boulevard. These changes were incorporated into the future scenarios.

Future Base Traffic Volumes

The Future Base year 2022 AM and PM peak hour traffic volumes for the analyzed intersections are illustrated in Figure 11. The Future Base traffic conditions represent an estimate of future conditions without the proposed project.

Future Base Traffic Conditions

The year 2022 Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio or delay and LOS for each of the analyzed intersections. Table 7 summarizes the Future Base LOS. As indicated, 19 of the 24 study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours. The following four intersections are projected to operate at LOS E or worse during one or both peak hours:

9. I-5 SB Off-Ramp/Front Street & Burbank Boulevard
10. Victory Place & Burbank Boulevard
14. Victory Boulevard & Magnolia Boulevard
18. Victory Boulevard & Olive Avenue

TABLE 6
777 N FRONT STREET PROJECT
RELATED PROJECTS TRIP GENERATION ESTIMATES

No.	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Units	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
CITY OF BURBANK DEVELOPMENT PROJECTS												
1	Mixed-Use Project	Retail	Shopping Center - 820	3.0	KSF	598	5	6	11	31	20	51
	3901 Riverside Drive	Restaurant	Quality Restaurant - 931	4.6	KSF							
	Riverside Drive & Kenwood Street (Media District)	Residential	Apartment - 220	8	DU							
2	Mixed-Use Project	Restaurant	Quality Restaurant - 931	12.9	KSF	1,980	65	47	111	90	128	218
	3805 Olive Avenue	Coffee Shop	Fast-Food w/out D.T. (coffee shop) - 933,SANDAG	1.8	KSF							
	Riverside Drive & Screenland Drive	General Office	General Office - 710	9.5	KSf							
		Luxury Apartments	Apartment - 220	5.0	DU							
		Less Passby/Captured Trips										
3	Media Studios North Original Remaining Entitlement	General Office	General Office - 710	95.0	KSF	1,046	129	17	147	24	117	141
	3333 Empire Avenue											
4	Media Studios North Expanded Entitlement	General Office	General Office - 710	73.0	KSF	724	89	13	102	17	81	98
	3333 Empire Avenue											
5	Talaria (Mixed-Use)	Whole Foods	Supermarket - 850	43.0	KSF	3,204	75	151	226	189	141	330
	3401 West Olive Avenue	Luxury Apartments	Mid-Rise Apartments - 223	241	DU							
6	First Street Village Mixed Use Project	Residential	Apartment - 220	220	DU	2,078	(33)	104	71	139	24	163
	Area bounded by First, Magnolia, I-5, and alley south of Palm	Restaurant	High Turnover Sit Down Restaurant	9.3	KSF							
		Retail	Shopping Center - 820	12.0	KSF							
7A	Premiere at First Street - First, Tujunga, San Fernando, Verdugo											
	Phase I	High-Rise Condo	*Traffic Study Trip Generation*	154	DU	840	13	56	69	42	25	67
		Retail	*Traffic Study Trip Generation*	10.6	KSF							
7B	Phase IIB [a]	General Office	*Traffic Study Trip Generation*	158.0	KSF	1,194	141	19	160	26	128	154
		Retail	*Traffic Study Trip Generation*	14.1	KSF							
8 [b]	Opportunity Site 6B (Overton Moore Proposal - Avion)	Industrial / Flex	General Light Industrial - 110	1,020.2	KSF	8,984	723	174	897	254	345	599
	3001 N Hollywood Way	Creative Office	General Office - 710	142.3	KSF							
		Restaurant	High Turnover Sit Down Restaurant - 932	15.0	KSF							
		Hotel	Hotel - 310	150	Rooms							
		Less Passby	(restaurant only)									
9	AC Hotel Project	Hotel	Hotel - 310	196	Rooms	1,518	56	39	95	56	51	107
	550 N Third Street											
10	Airport Hotels - 2500 N Hollywood Way					4,722	295	113	408	158	271	428
	Phase I	Hotel	Hotel - 310	200	Rooms							
	Phase IIA	Hotel	Hotel - 310	216	Rooms							
	Phase IIB	General Office	General Office - 710	120.0	KSF							
11	115 N Screenland Drive	Apartments	Apartment - 220	40	Rooms	425	6	18	24	12	27	39
		Retail	Shopping Center - 820	3.7	KSF							
12 [c]	Burbank Town Center Redevelopment (NOMA)	Apartments	Apartment - 220	1,024	DU	6,117	215	291	506	256	214	470
	600 N San Fernando Blvd	Condominiums	Apartment - 220	70	DU							
		Retail/Restaurant	High Turnover Sit Down Restaurant - 932	37	KSF							
		Hotel	Hotel - 310	200	Rooms							
		Restaurant	High Turnover Sit Down Restaurant - 932	10.0	KSF							
13	Olive Station (Mixed-Use) [d]	Apartments	Apartment - 220	327	DU	4,549	85	146	231	210	165	374
	160 W Olive Avenue	Grocery	Supermarket - 850	17.9	KSF							
		Retail	Shopping Center - 820	4.9	KSF							
		Creative Office	General Office - 710	3.2	KSF							
		General Office	General Office - 710	3.2	KSF							
		Amenity space	Custom Rate	19.8	KSF							
14	Lycee International de Los Angeles (LILA) [d]	Increase of School Enrollment	Private School (K-12) - 536	100	Students	248	49	32	81	7	10	17
	1105 Riverside Drive	from 350 to 450 Students										
15	Burbank Common (Mixed-Use) [d]	Event space: Roller Derby/Convention	Recreational Community Center - 495	33.0	KSF	3,247	150	109	259	162	118	280
	10 W Magnolia Boulevard	Restaurant/Café/Brewpub/Retail/Special Event	High-Turnover (Sit-Down) Restaurant - 932	19.0	KSF							
		Outdoor Eating/Leisure	Public Park - 411	47.0	KSF							
STUDIO MASTER PLANS												
16	The Burbank Studios (formerly NBC) - 3000 W Alameda Ave [d]					8,522	1,166	159	1,325	210	1,023	1,232
	Phase II (assume Ph II OE of 329,098)		*Traffic Study Trip Generation*	289.4	KSF							
	Main Studio Lot Remaining Entitlement	General Office	*Traffic Study Trip Generation*	670.8	KSF							
17	Warner Brothers - 4000 Warner Blvd [d]					19,150	2,736	373	3,110	560	2,734	3,293
	Main Campus	General Office	*Traffic Study Trip Generation*	2,017.8	KSF							
	Ranch	General Office	*Traffic Study Trip Generation*	782.6	KSF							
18	Disney - 500 S Buena Vista St [d]					5,543	767	105	872	140	684	824
	Remaining Entitlement	General Office	*Traffic Study Trip Generation*	665.3	KSF							
OTHER SPECIAL GENERATORS												
19	Bob Hope Center					1,430	177	24	202	34	167	201
	Bounded by Olive Avenue, Alameda Avenue, and Lima Street	General Office	*Traffic Study Trip Generation*	109.5	KSF							
CITY OF GLENDALE DEVELOPMENT PROJECTS												
20	1407 W Glenoaks Boulevard [d]	Condominiums	Apartment - 220	55	DU	403	6	19	25	19	11	31
21	1412-1422 5th Street & 1116 Sonora Avenue [d]	Senior Housing	Senior Adult Housing - 252	90	DU	244	5	9	13	9	8	17
22	1058 Ruberta Avenue [d]	Living Facility	Assisted Living - 254	12	Beds	31	1	1	2	1	2	3

Notes:

KSF = thousand square feet

DU = dwelling unit

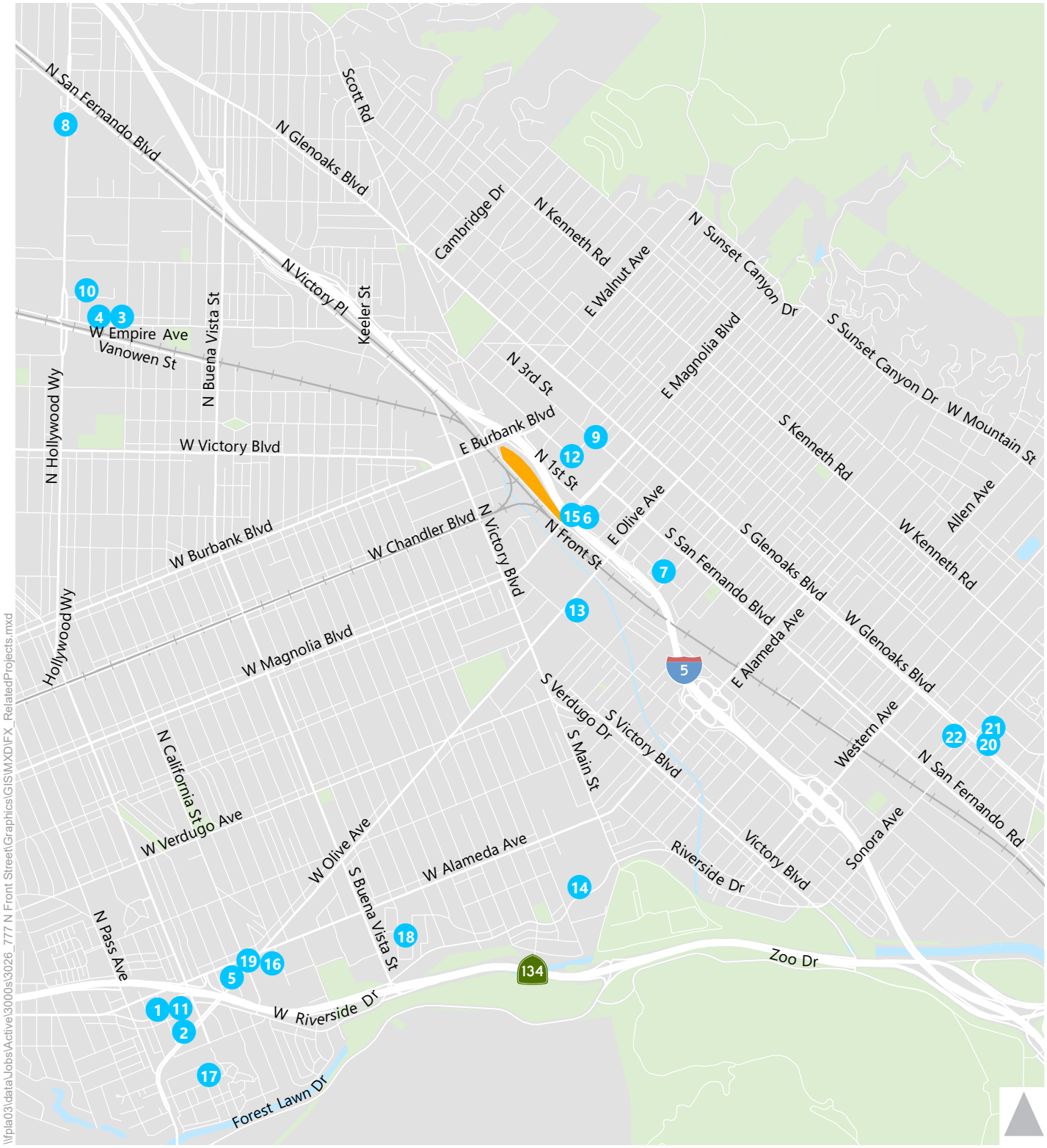
Source: Related projects list provided by City of Burbank, June 2018 and City of Glendale, May 2018. Unless noted, Trip Generation Rates were provided by the City of Bubank.

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

[b] Peak Hour trip volumes from the Avion Project Draft Traffic Impact Study.

[c] Peak Hour trip volumes from the Burbank Town Center Project Draft Traffic Impact Study.

[d] Peak Hour trip generation rates were determined based on ITE 10th Edition Trip Generation Manual (2017).

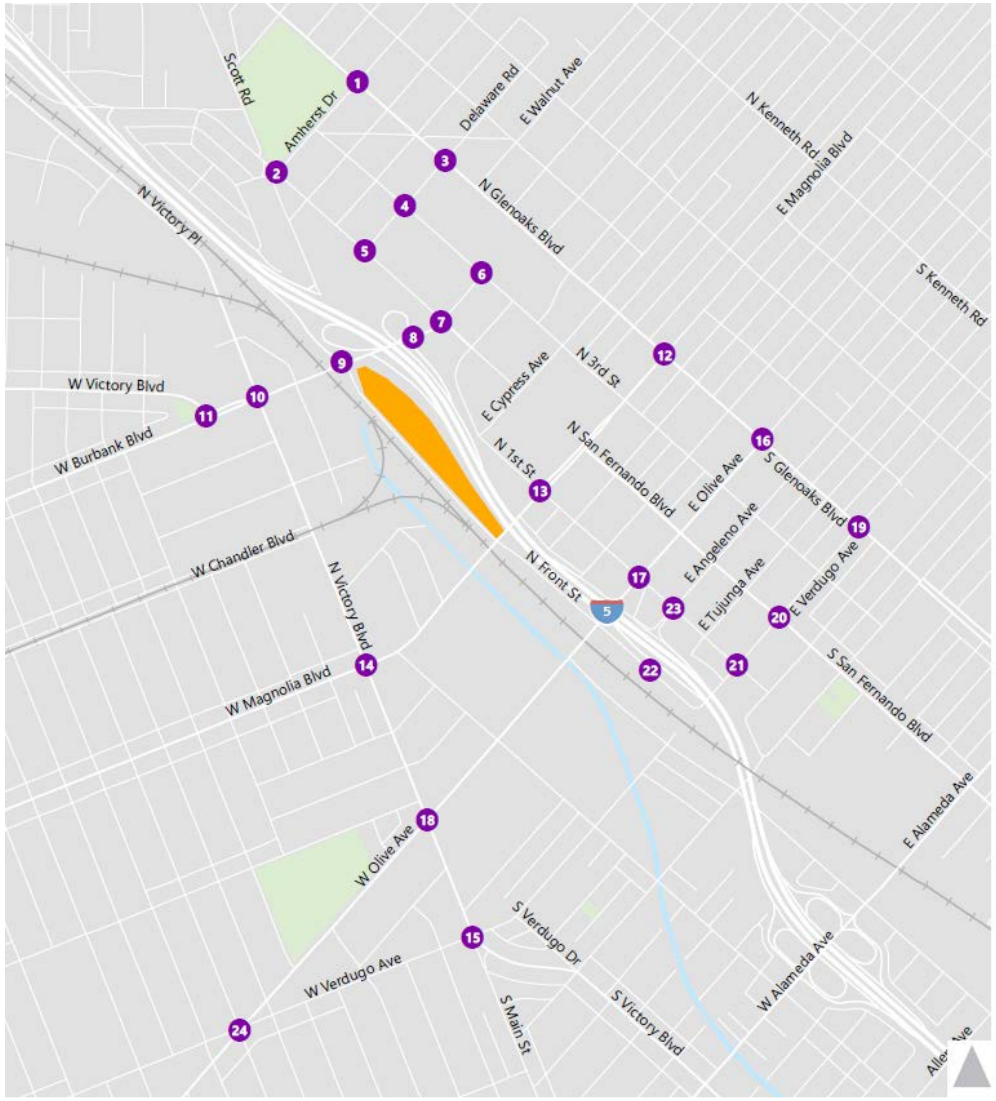


Related Project

Project Site

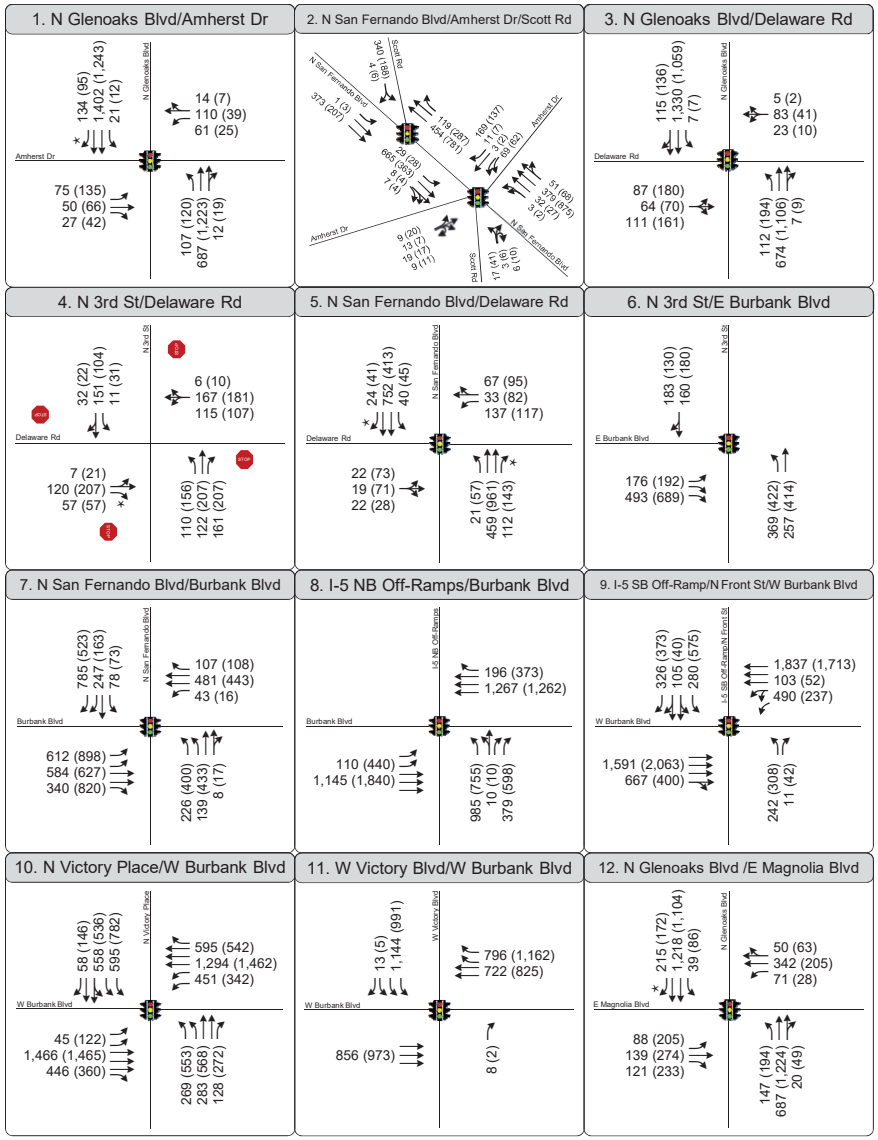
Figure 10

Related Projects



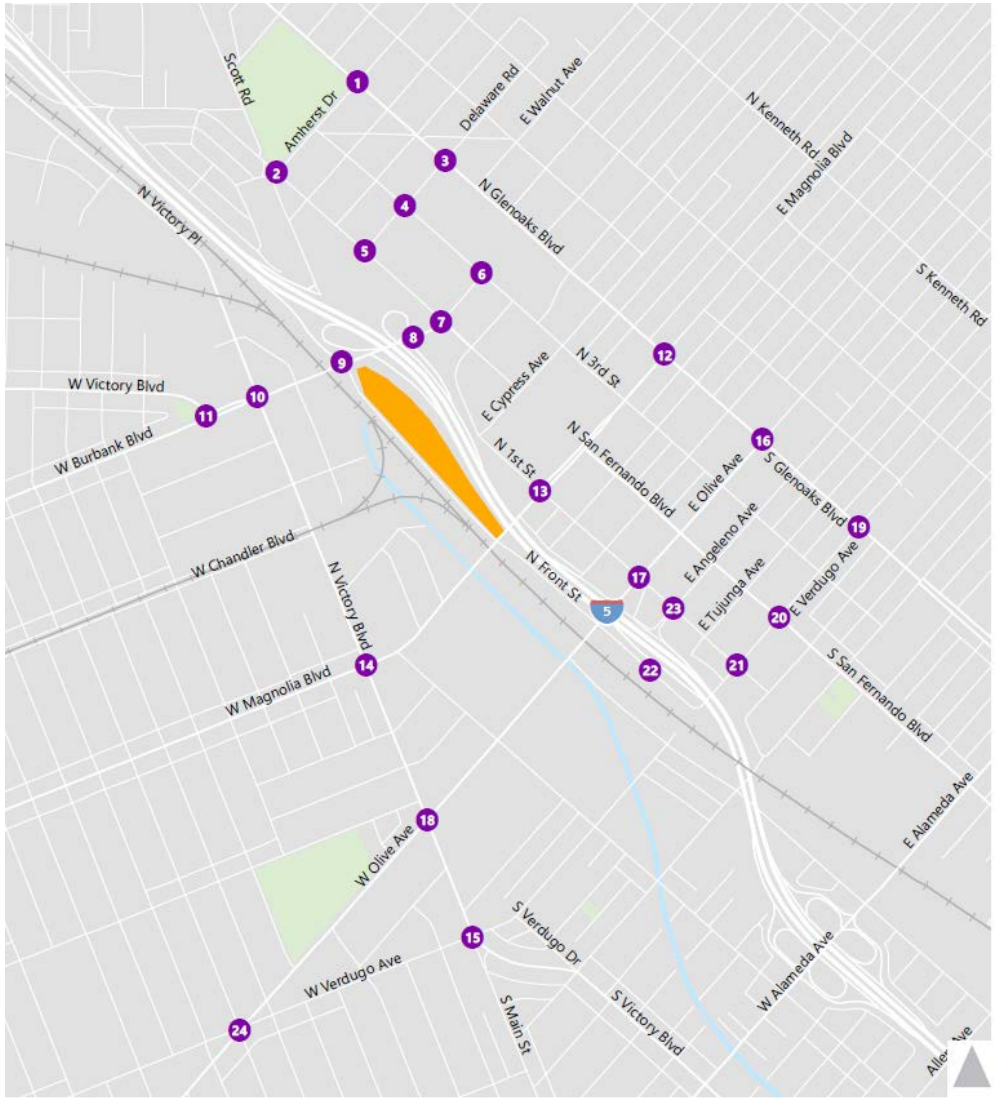
Study Intersection

Project Site



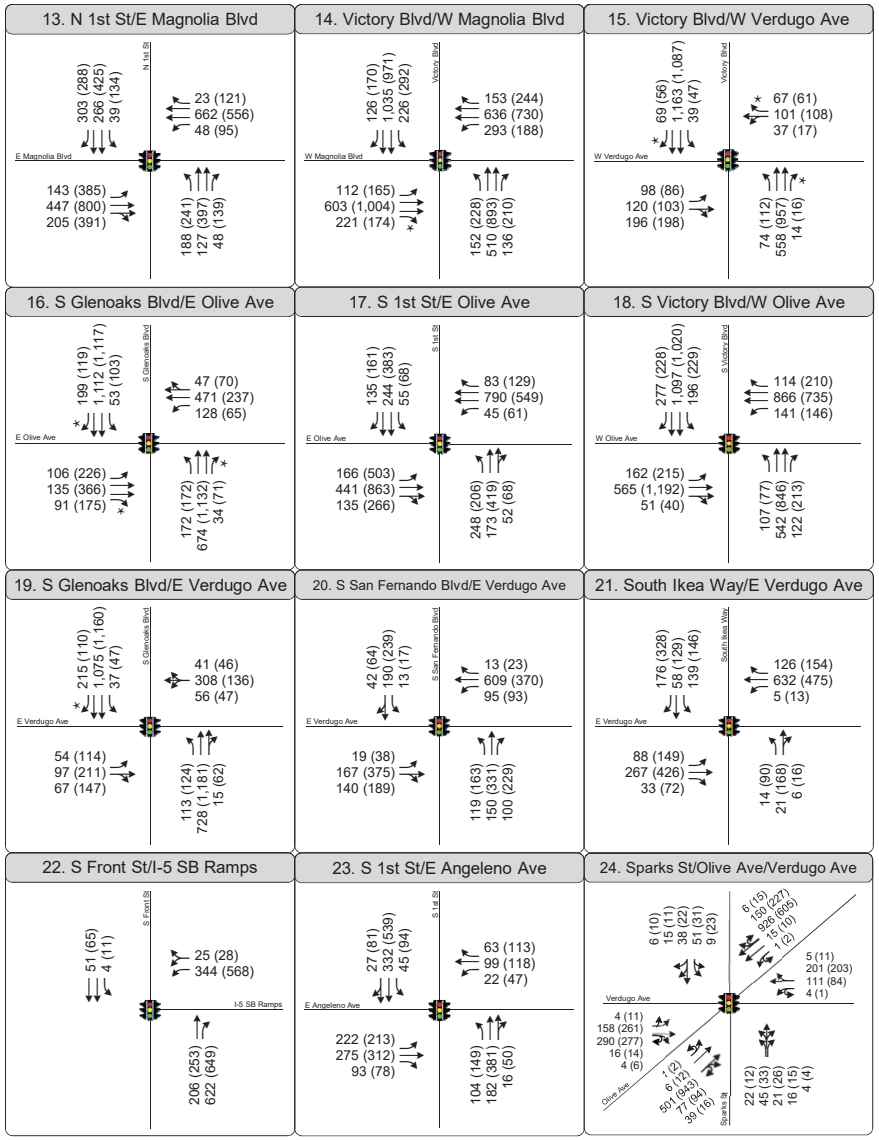
*De facto right turn lane

Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Future Base Conditions (2022)



Study Intersection

Project Site



*De facto right turn lane

Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Future Base Conditions (2022)

TABLE 7
777 N FRONT STREET PROJECT
FUTURE (2022) INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	INTERSECTION CONTROL	PEAK HOUR	Future Base (2022)	
				V/C or Delay	LOS
1	N Glenoaks Boulevard & Amherst Drive	Signalized	AM	0.673	B
			PM	0.617	B
2	N San Fernando Boulevard & Amherst Drive [1]	Signalized	AM	0.715	C
			PM	0.723	C
3	N Glenoaks Boulevard & Delaware Road	Signalized	AM	0.711	C
			PM	0.770	C
4	N 3rd Street & Delaware Road	AWSC	AM	12.6	B
			PM	14.8	B
5	N San Fernando Boulevard & Delaware Road	Signalized	AM	0.419	A
			PM	0.572	A
6	N 3rd Street & E Burbank Boulevard	Signalized	AM	0.623	B
			PM	0.648	B
7	N San Fernando Boulevard & Burbank Boulevard	Signalized	AM	0.690	B
			PM	0.799	C
8	I-5 NB Off-Ramps & Burbank Boulevard	Signalized	AM	0.723	C
			PM	0.760	C
9	I-5 SB Off-Ramp/N Front Street & W Burbank Boulevard	Signalized	AM	1.019	F
			PM	0.992	E
10	N Victory Place & W Burbank Boulevard	Signalized	AM	0.847	D
			PM	0.948	E
11	W Victory Boulevard & W Burbank Boulevard	Signalized	AM	0.542	A
			PM	0.537	A
12	N Glenoaks Boulevard & E Magnolia Boulevard	Signalized	AM	0.695	B
			PM	0.725	C
13	N 1st Street & E Magnolia Boulevard	Signalized	AM	0.598	A
			PM	0.832	D
14	Victory Boulevard & W Magnolia Boulevard	Signalized	AM	0.901	E
			PM	1.019	F
15	Victory Boulevard & W Verdugo Avenue	Signalized	AM	0.672	B
			PM	0.649	B
16	S Glenoaks Boulevard & E Olive Avenue	Signalized	AM	0.757	C
			PM	0.769	C
17	South First Street & E Olive Avenue	Signalized	AM	0.677	B
			PM	0.855	D
18	S Victory Boulevard & W Olive Avenue	Signalized	AM	0.892	D
			PM	1.008	F
19	S Glenoaks Boulevard & E Verdugo Avenue	Signalized	AM	0.704	C
			PM	0.704	C
20	S San Fernando Boulevard & E Verdugo Avenue	Signalized	AM	0.653	B
			PM	0.749	C
21	South Ikea Way & E Verdugo Avenue	Signalized	AM	0.644	B
			PM	0.694	B
22	S Front Street & I-5 SB Ramps	Signalized	AM	0.552	A
			PM	0.658	B
23	South First Way & E Angeleno Avenue	Signalized	AM	0.403	A
			PM	0.545	A
24	Olive Avenue/Sparks Road & W Verdugo Avenue [1]	Signalized	AM	0.715	C
			PM	0.777	C

Notes:

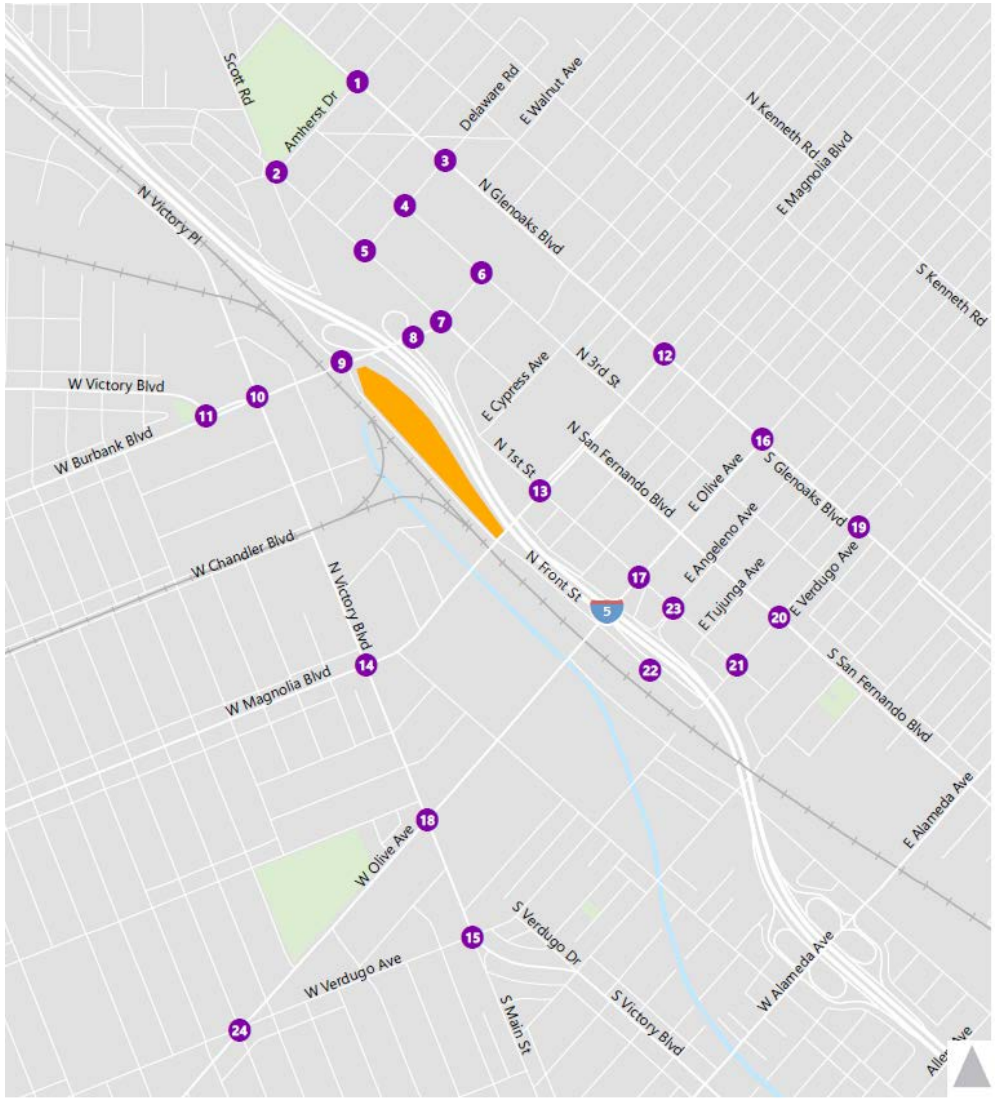
[1] 5/6-legged intersection, v/c calculated by hand

Future plus Project Traffic Conditions

The project-generated traffic volumes were added to the 2022 Future Base traffic volumes develop Future plus Project peak hour traffic volumes. Future plus Project traffic volumes during the AM and PM peak hours are shown in Figure 12.

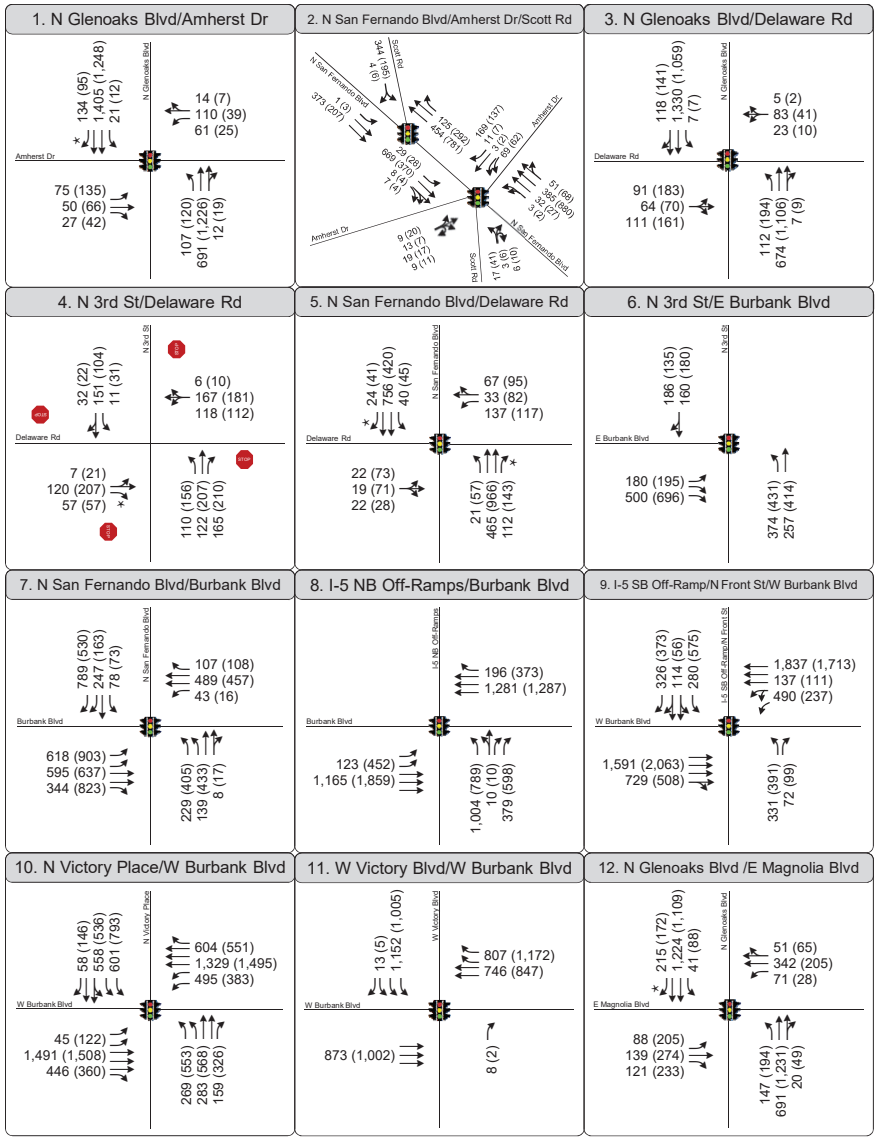
The resulting Future plus Project peak hour traffic volumes were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. Table 8 summarizes the Future plus Project LOS. As indicated, 19 of the 24 study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours. The following four intersections are projected to operate at LOS E or worse during one or both peak hours:

9. I-5 SB Off-Ramp/Front Street & Burbank Boulevard
10. Victory Place & Burbank Boulevard
14. Victory Boulevard & Magnolia Boulevard
18. Victory Boulevard & Olive Avenue



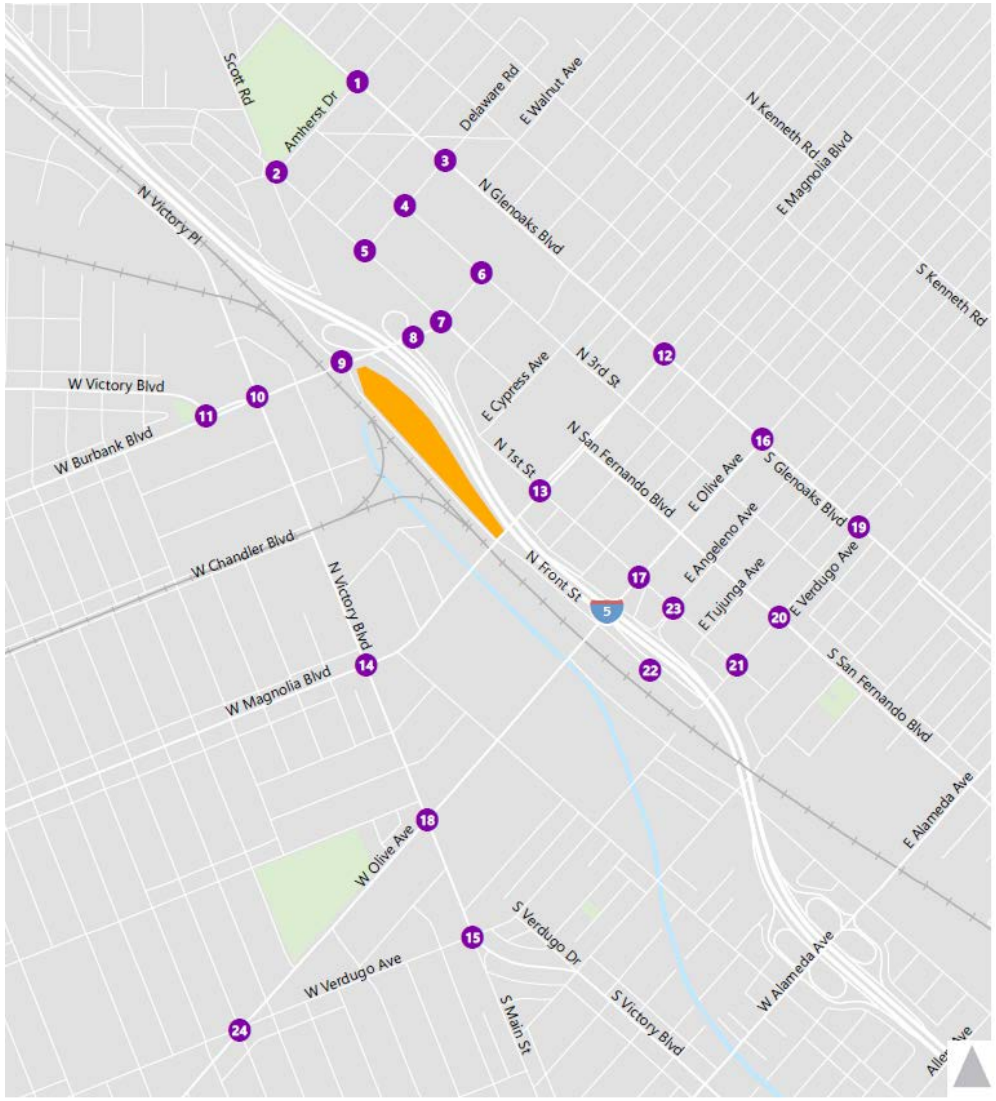
Study Intersection

Project Site



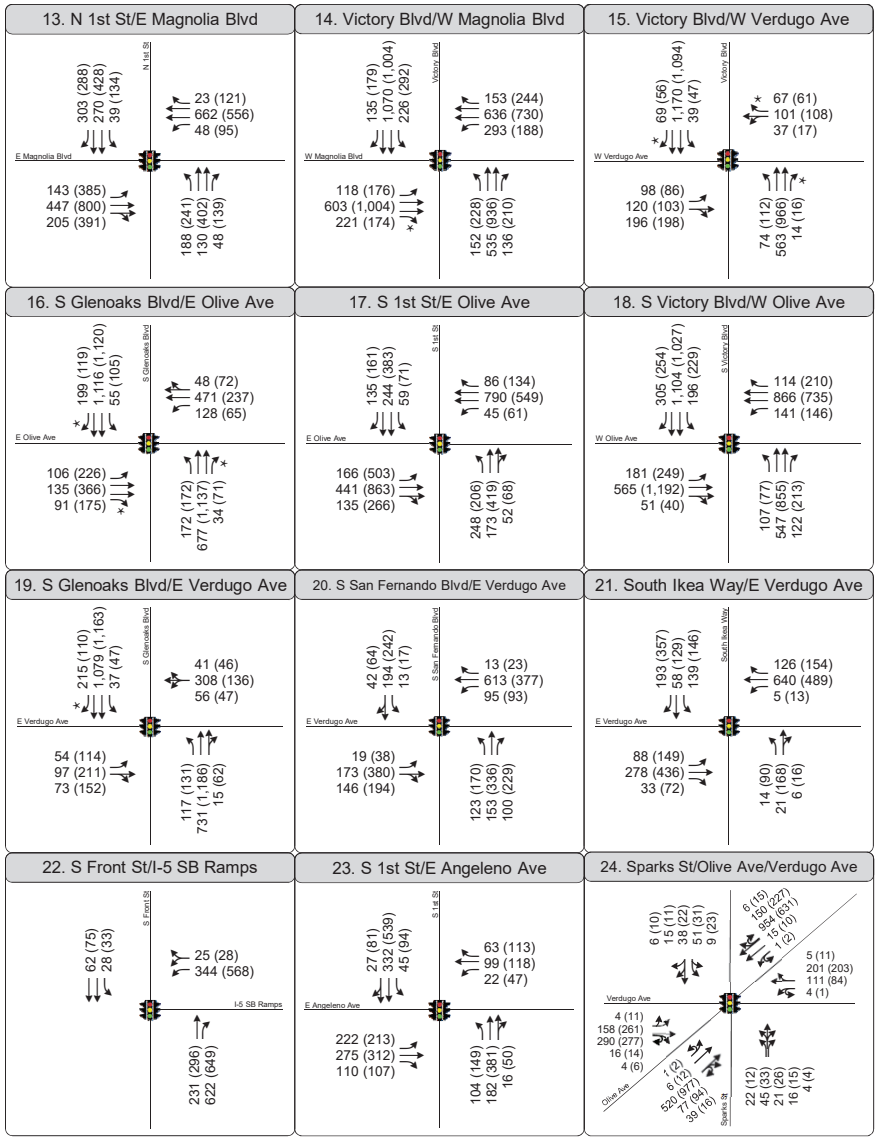
*De facto right turn lane

Figure 12
Peak Hour Traffic Volumes and Lane Configurations
Future + Project Conditions (2022)



Study Intersection

Project Site



*De facto right turn lane

Figure 12
Peak Hour Traffic Volumes and Lane Configurations
Future + Project Conditions (2022)

TABLE 8
777 N FRONT STREET PROJECT
FUTURE (2022) + PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	INTERSECTION CONTROL	PEAK HOUR	Future Base (2022)		Future (2022) + Project		Impacts	
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C or Delay	Significant?
1	N Glenoaks Boulevard & Amherst Drive	Signalized	AM	0.673	B	0.674	B	0.001	No
			PM	0.617	B	0.618	B	0.001	No
2	N San Fernando Boulevard & Amherst Drive [1]	Signalized	AM	0.715	C	0.721	C	0.006	No
			PM	0.723	C	0.730	C	0.007	No
3	N Glenoaks Boulevard & Delaware Road	Signalized	AM	0.711	C	0.714	C	0.003	No
			PM	0.770	C	0.773	C	0.003	No
4	N 3rd Street & Delaware Road	AWSC	AM	12.6	B	12.7	B	0.1	No
			PM	14.8	B	15.0	B	0.2	No
5	N San Fernando Boulevard & Delaware Road	Signalized	AM	0.419	A	0.420	A	0.001	No
			PM	0.572	A	0.573	A	0.001	No
6	N 3rd Street & E Burbank Boulevard	Signalized	AM	0.623	B	0.632	B	0.009	No
			PM	0.648	B	0.660	B	0.012	No
7	N San Fernando Boulevard & Burbank Boulevard	Signalized	AM	0.690	B	0.696	B	0.006	No
			PM	0.799	C	0.808	D	0.009	No
8	I-5 NB Off-Ramps & Burbank Boulevard	Signalized	AM	0.723	C	0.738	C	0.015	No
			PM	0.760	C	0.784	C	0.024	No
9	I-5 SB Off-Ramp/N Front Street & W Burbank Boulevard	Signalized	AM	1.019	F	1.140	F	0.121	Yes
			PM	0.992	E	1.092	F	0.100	Yes
10	N Victory Place & W Burbank Boulevard	Signalized	AM	0.847	D	0.871	D	0.024	Yes
			PM	0.948	E	0.977	E	0.029	Yes
11	W Victory Boulevard & W Burbank Boulevard	Signalized	AM	0.542	A	0.553	A	0.011	No
			PM	0.537	A	0.548	A	0.011	No
12	N Glenoaks Boulevard & E Magnolia Boulevard	Signalized	AM	0.695	B	0.697	B	0.002	No
			PM	0.725	C	0.727	C	0.002	No
13	N 1st Street & E Magnolia Boulevard	Signalized	AM	0.598	A	0.598	A	0.000	No
			PM	0.832	D	0.833	D	0.001	No
14	Victory Boulevard & W Magnolia Boulevard	Signalized	AM	0.901	E	0.914	E	0.013	Yes
			PM	1.019	F	1.034	F	0.015	Yes
15	Victory Boulevard & W Verdugo Avenue	Signalized	AM	0.672	B	0.675	B	0.003	No
			PM	0.649	B	0.651	B	0.002	No
16	S Glenoaks Boulevard & E Olive Avenue	Signalized	AM	0.757	C	0.759	C	0.002	No
			PM	0.769	C	0.771	C	0.002	No
17	South First Street & E Olive Avenue	Signalized	AM	0.677	B	0.677	B	0.000	No
			PM	0.855	D	0.855	D	0.000	No
18	S Victory Boulevard & W Olive Avenue	Signalized	AM	0.892	D	0.908	E	0.016	Yes
			PM	1.008	F	1.011	F	0.003	No
19	S Glenoaks Boulevard & E Verdugo Avenue	Signalized	AM	0.704	C	0.708	C	0.004	No
			PM	0.704	C	0.713	C	0.009	No
20	S San Fernando Boulevard & E Verdugo Avenue	Signalized	AM	0.653	B	0.661	B	0.008	No
			PM	0.749	C	0.762	C	0.013	No
21	South Ikea Way & E Verdugo Avenue	Signalized	AM	0.644	B	0.650	B	0.006	No
			PM	0.694	B	0.704	C	0.010	No
22	S Front Street & I-5 SB Ramps	Signalized	AM	0.552	A	0.568	A	0.016	No
			PM	0.658	B	0.672	B	0.014	No
23	South First Way & E Angeleno Avenue	Signalized	AM	0.403	A	0.403	A	0.000	No
			PM	0.545	A	0.545	A	0.000	No
24	Olive Avenue/Sparks Road & W Verdugo Avenue [1]	Signalized	AM	0.715	C	0.724	C	0.009	No
			PM	0.777	C	0.788	C	0.011	No

Notes:

[1] 5/6-legged intersection, v/c calculated by hand

5. TRAFFIC IMPACT ANALYSIS

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

INTERSECTION SIGNIFICANT TRAFFIC IMPACT CRITERIA

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

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

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

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

AFFECTED INTERSECTION TRAFFIC CRITERIA

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

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

Existing plus Project Intersection Impacts

As shown in Table 5, after applying the aforementioned City of Burbank significant impact criteria, the proposed project would result in significant impacts to two study intersections under Existing plus Project conditions:

9. I-5 SB Off-Ramp/Front Street & Burbank Boulevard

10. Victory Place & Burbank Boulevard.

Future plus Project Intersection Impacts

As shown in Table 8, using the criteria for determination of significant impacts, the proposed project would result in significant traffic impacts at four study intersections under Future plus Project conditions.

9. I-5 SB Ramps/Front Street & Burbank Boulevard

10. Victory Place & Burbank Boulevard

14. Victory Boulevard & Magnolia Boulevard

18. Victory Boulevard & Olive Avenue

PROPOSED MITIGATION MEASURES

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

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

Physical Mitigation Measures

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

Burbank2035 provides the City with a framework for determining the feasibility of intersection improvements based upon right-of-way constraints or instances where the physical layout of intersection improvements causes a conflict between Burbank2035 Goals and Policies and the City's LOS D standard. Burbank2035 includes the following policies that provide criteria for determining the feasibility of intersection improvements based on whether or not they conflict with general plan goals and policies. This policy-based screening framework is described in Table 9 and can be found in the Transportation Analysis Report included in the Burbank2035 EIR.

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

(1) Right-of-Way Needs

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

Supporting Burbank2035 Policies

Mobility Element

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

(2) Scale and Design

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

Supporting Burbank2035 Policies

Mobility Element

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

(3) Complete Streets

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

Supporting Burbank2035 Policies

Mobility Element

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

Land Use Element

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

(4) Pedestrian Opportunities

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

Supporting Burbank2035 Policies

Mobility Element

- Policy 3.3: Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations
- Policy 5.5: Require new development to provide land necessary to accommodate pedestrian infrastructure, including sidewalks at the standard widths specified in Table M-2

Land Use Element

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

Under Burbank2035, a mitigation measure is considered to have significant land use impacts when the proposed improvement conflicts with the "Right-of-Way Needs" policies or with two or more of the "Scale and Design," "Complete Streets," or "Pedestrian Opportunities" policies. The following mitigation measures were evaluated against the policy based screening analysis discussed above, as shown in Table 9. Table 10 presents the LOS results for Existing plus Project with Mitigations and Table 11 presents the LOS results for Future plus Project with Mitigations.

TABLE 9
777 N FRONT STREET PROJECT
PHYSICAL MITIGATION POLICY-BASED SCREENING ANALYSIS

NO.	INTERSECTION	Project or Future Impact?	Physical Mitigation Conflicts with General Plan Policies				Conflicts with ROW or 2 Policies
			Right-of-way (6' min. sidewalk)	Scale & Design	Complete Streets	Pedestrian Opportunities	
9	I-5 SB Off-Ramp/N Front Street & W Burbank Boulevard [1]	Project & Future	NO	NO	NO	NO	NO
10	N Victory Place & W Burbank Boulevard	Project & Future	**YES**	**YES**	**YES**	**YES**	**YES**
14	Victory Boulevard & W Magnolia Boulevard	Future	**YES**	NO	**YES**	NO	**YES**
18	S Victory Boulevard & W Olive Avenue	Future	NO	NO	**YES**	NO	NO

Notes:

[1] Mitigation for this intersection is a partial mitigation

TABLE 10
777 N FRONT STREET PROJECT
EXISTING (2018) + PROJECT WITH MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	Existing (2018)		Existing (2018) + Project		Impacts		Existing (2018) + Project with Mitigations		Impacts	
			V/C	LOS	V/C	LOS	Change in V/C	Significant?	V/C	LOS	Change in V/C	Significant?
9	I-5 SB Off-Ramp/N Front Street & W Burbank Boulevard [1]	AM	0.905	E	1.003	F	0.098	Yes	0.931	E	0.026	Yes
		PM	0.983	E	1.105	F	0.122	Yes	1.028	F	0.045	Yes
10	N Victory Place & W Burbank Boulevard [2]	AM	0.780	C	0.804	D	0.024	Yes	0.794	C	0.014	No
		PM	0.869	D	0.897	D	0.028	Yes	0.870	D	0.001	No

Notes:

[1] Partial mitigation. Impact significant and unavoidable.

[2] Mitigation not feasible. Impact remains significant and unavoidable.

TABLE 11
777 N FRONT STREET PROJECT
FUTURE (2022) + PROJECT WITH MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	INTERSECTION CONTROL	PEAK HOUR	Future Base (2022)		Future (2022) + Project		Impacts		Future (2022) + Project with Mitigations		Impacts	
				V/C	LOS	V/C	LOS	Change in V/C	Significant?	V/C	LOS	Change in V/C	Significant?
9	I-5 SB Off-Ramp/N Front Street & W Burbank Boulevard [1]	Signalized	AM	1.019	F	1.140	F	0.121	Yes	1.060	F	0.041	Yes
			PM	0.992	E	1.092	F	0.100	Yes	1.003	F	0.011	Yes
10	N Victory Place & W Burbank Boulevard [2]	Signalized	AM	0.847	D	0.871	D	0.024	Yes	0.862	D	0.015	No
			PM	0.948	E	0.977	E	0.029	Yes	0.951	E	0.003	No
14	Victory Boulevard & W Magnolia Boulevard [2]	Signalized	AM	0.901	E	0.914	E	0.013	Yes	0.865	D	-0.036	No
	Burbank2035 mitigation		PM	1.019	F	1.034	F	0.015	Yes	0.939	E	-0.080	No
14	Victory Boulevard & W Magnolia Boulevard	Signalized	AM	0.901	E	0.914	E	0.013	Yes	0.888	D	-0.013	No
	CSCS mitigation		PM	1.019	F	1.034	F	0.015	Yes	1.004	F	-0.015	No
18	S Victory Boulevard & W Olive Avenue	Signalized	AM	0.892	D	0.908	E	0.016	Yes	0.850	D	-0.042	No
	Burbank2035 mitigation		PM	1.008	F	1.011	F	0.003	No	0.903	E	-0.105	No
18	S Victory Boulevard & W Olive Avenue	Signalized	AM	0.892	D	0.908	E	0.016	Yes	0.882	D	-0.010	No
	CSCS mitigation		PM	1.008	F	1.011	F	0.003	No	0.969	E	-0.039	No

Notes:

[1] Partial mitigation. Impact significant and unavoidable.

[2] Mitigation not feasible. Impact remains significant and unavoidable.

Mitigation Analysis – Existing Plus Project Scenario

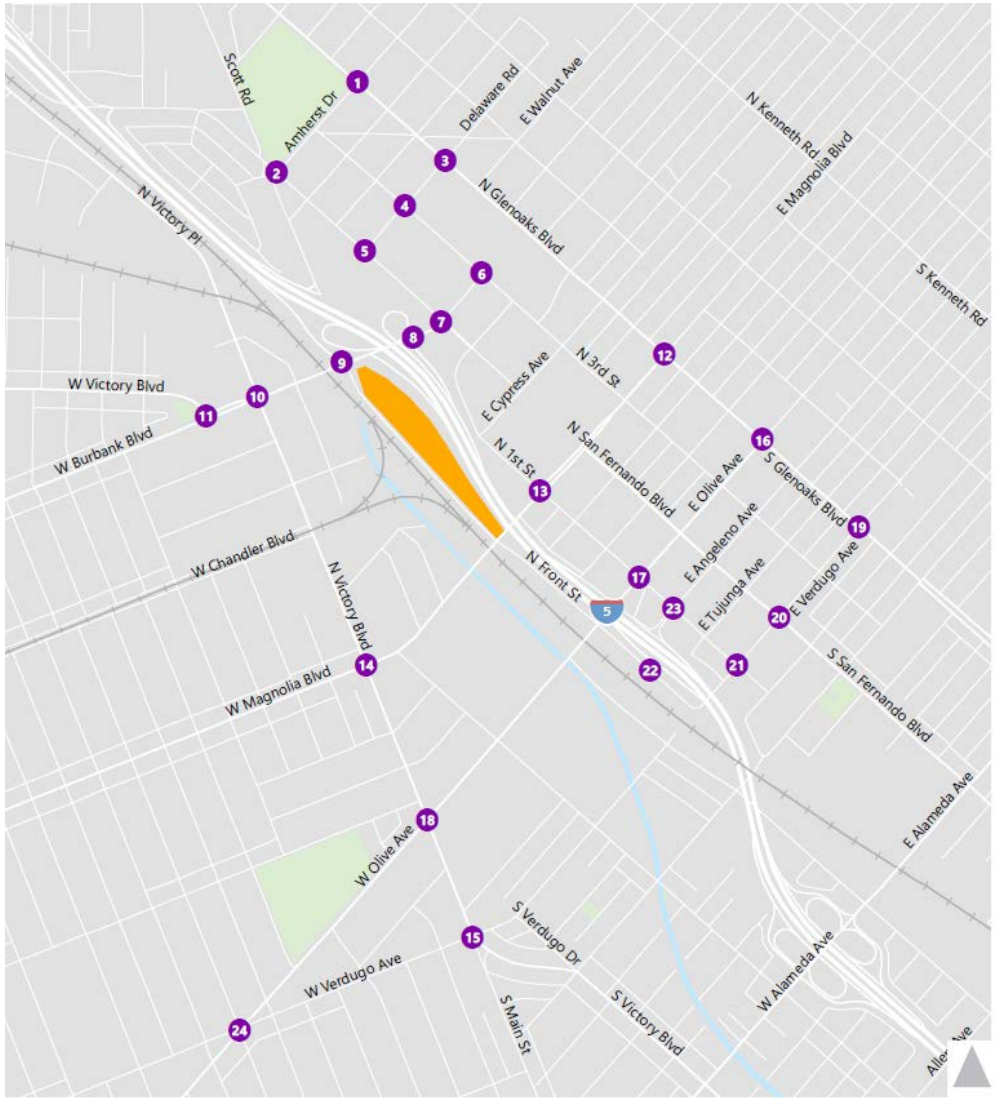
#9 Interstate 5 Southbound Off-Ramp/N Front Street & Burbank Boulevard

In order to partially mitigate the impact at Interstate 5 Southbound Off-Ramp/N Front Street & Burbank Boulevard, the northbound approach would have to be restriped. The existing right-turn lane on northbound Front Street would be converted to a left/right-turn lane to provide one left turn lane and one shared left-right lane. Figure 13 shows the proposed lane configuration. This partial mitigation does not require additional right-of-way or violate any of the policy-based screening analysis. This mitigation does not completely reduce the project's impact to less than significant, and therefore a residual impact would remain at this location. Further, this intersection is under the jurisdiction of Caltrans and would therefore require Caltrans approval. Therefore, because the mitigation results in a residual significant impact and because it requires approval from an outside jurisdiction other than the City of Burbank, the impact is considered **significant and unavoidable**.

#10 Victory Place & Burbank Boulevard

In order to mitigate the impact at Victory Place & Burbank Boulevard to a less than significant level, it would have to be widened and restriped at the eastbound approach. Burbank Boulevard would be converted from an eastbound right-turn lane to a through/right-turn lane. This would provide two left-turn lanes, three through lanes, one through/right-turn lane in the eastbound direction.

The existing curb-to-curb width on Burbank Boulevard on the receiving end at this intersection is approximately 103 feet, which is not wide enough to accommodate an additional eastbound through receiving lane. In order to accommodate this mitigation, the street would need to be at widened to at least 113 feet, which would require eliminating the sidewalk on the south side of the Burbank Blvd Bridge, or widening the bridge. Therefore, this mitigation conflicts with the Complete Streets and Pedestrian Opportunities portions of the policy-based screening analysis. The mitigation would also conflict with the Scale & Design Portion of the policy-based screening analysis, because the four through lanes would exceed the Maximum Acceptable Mitigations (MAMS) template identified in the Burbank2035 FEIR. Therefore, the impact is considered **significant and unavoidable**.



Study Intersection

Project Site

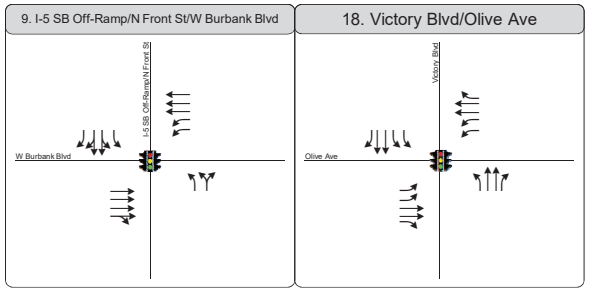


Figure 13
Proposed Mitigation Lane Configurations
Future + Project Conditions

Mitigation Analysis – Future with Project Scenario

#9 Interstate 5 Southbound Ramps/N Front Street & Burbank Boulevard

The same partial mitigation used in the Existing plus Project condition to reduce the project's incremental increase in V/C at Interstate 5 Southbound Off-Ramp/N Front Street & Burbank Boulevard could also be used to partially reduce the project's incremental increase in V/C under the Future plus Project condition. However, a residual significant impact would remain at this location and implementation would require approval by Caltrans. For these reasons, the impact is considered **significant and unavoidable**.

#10 Victory Place & Burbank Boulevard

The same mitigation used in the Existing plus Project condition to reduce the project's incremental increase in V/C to a level below significance at Victory Place & Burbank Boulevard could also be used to reduce the project's incremental increase in V/C to a level below significance under the Future plus Project condition. As stated above, this mitigation would require eliminating the sidewalk on the south side of the Burbank Blvd Bridge, or widening the bridge, which would require Right-of-Way acquisition. In addition, it also conflicts with the Complete Streets, the Scale & Design, and the Pedestrian Opportunities portions of the policy-based screening analysis. Therefore, the cumulative impact at this location is considered **significant and unavoidable**.

#14 Victory Boulevard & Magnolia Boulevard

To mitigate the significant impact at Victory Boulevard and Magnolia Boulevard, a Burbank2035 General Plan mitigation measure was analyzed that would restripe the northbound and southbound approaches to provide two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane. This mitigation measure would reduce the project's incremental increase in V/C to a level below significance under Future plus Project conditions. To construct this improvement, the northbound and southbound approaches of Victory Boulevard would have to be widened by 13 feet on each side of Magnolia Boulevard. This would require property acquisition of approximately 7 to 12 feet for at least 300 feet on both sides of Victory Boulevard north and south of Magnolia Boulevard to provide the required right-of-way for the additional lanes while maintaining minimum 10-foot sidewalk widths. Because additional right-of-way is required, this improvement conflicts with the Right-of-Way portion as well as the Complete Streets portion of the policy-based screening analysis. Therefore, this mitigation is considered infeasible.

An alternate mitigation was evaluated by optimizing Burbank's Citywide Signal Control System (CSCS), which accounts for optimized traffic signal timing, coordination, time-of-day coordination plans, and adaptive control. These improvements would be implemented along the Victory Boulevard corridor between Burbank Boulevard and Alameda Avenue and would have to be completed prior to the project opening date. To implement adaptive signal control, the City's traffic signal control hardware would need to be programmed to upgrade eight traffic signals along the corridor to have adaptive control and additional traffic loop detectors and traffic monitoring hardware would need to be installed. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions, which would fully mitigate the project's cumulative impact.

The City is prioritizing the completion of the CSCS system over street widening. Completing CSCS at this location implements a portion of a mitigation identified in the Burbank2035 FEIR. Also, Policy 3.4 of the Burbank2035 Mobility Element considers street widening as methods of last resort. Therefore, this mitigation is selected to mitigate this intersection.

#18 Victory Boulevard & Olive Avenue

To mitigate the significant impact at Victory Boulevard and Olive Avenue, two mitigations discussed in the Burbank2035 General Plan mitigation measure were analyzed: (1) optimize the Citywide Signal Control System (CSCS); and (2) physically widen the eastbound, westbound, and southbound approaches to provide two left-turn lanes, two through lanes, and one right-turn lane. Figure 13 shows the proposed lane configuration. The physical mitigation measure would require widening the eastbound, westbound, and southbound approaches by 6 feet on both sides of the street for approximately 300 feet, while maintaining minimum 10-foot sidewalks. This mitigation would reduce the project's incremental increase in V/C to a level below significance under Future plus Project conditions. The physical mitigations described do not conflict with the goals and policies identified in Burbank2035; therefore, this mitigation is considered feasible.

While the physical mitigation is feasible and mitigates the project impact, an alternate mitigation was evaluated by optimizing Burbank's Citywide Signal Control System (CSCS), which accounts for optimized traffic signal timing, coordination, time-of-day coordination plans, and adaptive signal control. These improvements would be implemented along the Victory Boulevard corridor between Burbank Boulevard and Alameda Avenue and would have to be completed prior the project opening date. To implement adaptive control, the City's traffic signal control hardware would need to be programmed to upgrade eight traffic signals in the corridor to adaptive control, and additional traffic loops and traffic monitoring hardware would need to be installed. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions.

The City is prioritizing the completion of the CSCS system over street widening. Completing CSCS at this location implements a portion of a mitigation identified in the Burbank2035 FEIR. Also, Policy 3.4 of the Burbank2035 Mobility Element considers street widening as methods of last resort. Therefore, this mitigation is selected to mitigate this intersection.

EFFECTIVENESS OF MITIGATION MEASURES

Existing plus Project

The following intersections are considered to have significant and unavoidable impacts under Existing plus Project conditions:

- Intersection 9: Interstate 5 Southbound Off-Ramp/Front Street & Burbank Boulevard does pass the policy-based screening analysis, but the impact remains significant and unavoidable under Existing plus Project conditions because the mitigation is partial. This mitigation also requires approval from Caltrans.
- Intersection 10: Victory Place & Burbank Boulevard is considered significant and unavoidable under Existing plus Project conditions as the mitigation measure does not pass the policy-based screening analysis.

Future plus Project

The following intersections can be mitigated to less than significant because physical mitigation measures were identified that are physically feasible and pass the policy-based screening analysis and/or mitigated by optimizing CSCS:

- Intersection 14: Victory Boulevard & Magnolia Boulevard
- Intersection 18: Victory Boulevard & Olive Avenue

The following intersections are considered to have significant and unavoidable impacts under Future plus Project conditions:

- Intersection 9: Interstate 5 Southbound Off-Ramp/Front Street & Burbank Boulevard does pass the policy-based screening analysis, but the impact remains significant and unavoidable under Existing plus Project conditions because the mitigation is partial. This mitigation also requires approval from Caltrans.
- Intersection 10: Victory Place & Burbank Boulevard is considered significant and unavoidable under Future plus Project conditions as the mitigation measure does not pass the policy-based screening analysis.

Mitigation Conceptual Drawings

Conceptual drawings of the proposed physical mitigations were developed for Intersection 9: Interstate 5 Southbound Ramps/Front Street & Burbank Boulevard and Intersection 18: Victory Boulevard & Olive Avenue. These conceptual drawings are shown in Figure 14 and Figure 15. HCM LOS analysis of the proposed partial mitigation is shown for informational purposes in Table 12 with analysis sheets shown in Appendix B.

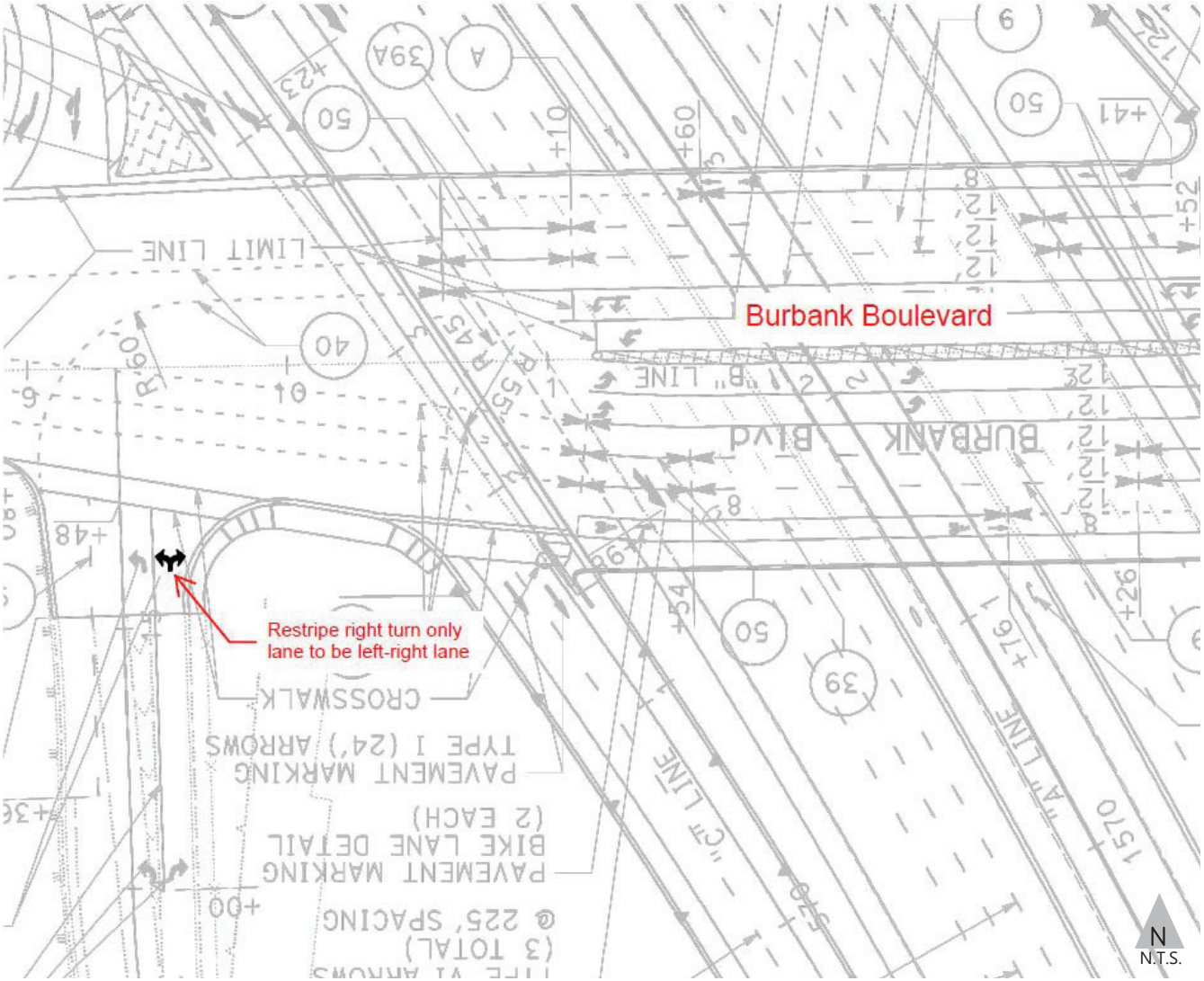


Figure 14

Burbank Boulevard Conceptual Partial Mitigation
Burbank Boulevard & I-5 Off-Ramps/Front Street
777 N Front Street Project

LEGEND

- Property Line
- Existing Curb
- Proposed Curb

Olive Avenue & Victory Boulevard
777 Front Street Conceptual Mitigation
Burbank, California

CONCEPTUAL - NOT FOR CONSTRUCTION
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED

TABLE 12
777 N FRONT STREET PROJECT
MITIGATION HCM INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	Existing (2018)		Existing + Project		Existing + Project + Mitigations		Change in Delay	Future (2022)		Future + Project		Future + Project + Mitigations		Change in Delay
			Delay	LOS	Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	Delay	LOS	
9	I-5 SB Off-Ramp/N Front Street & W Burbank Boulevard	AM	55.8	E	72.4	E	62.0	E	-10.4	81.5	F	95.5	F	86.8	F	-8.7
		PM	66.3	E	98.5	F	88.4	F	-10.1	77.0	E	99.8	F	89.8	F	-10.0
18	S Victory Boulevard & W Olive Avenue	AM	39.6	D	40.0	D	37.2	D	-2.8	48.4	D	48.9	D	44.9	D	-4.0
	Burbank2035 mitigation	PM	64.9	E	60.7	E	58.4	E	-2.3	86.4	F	78.2	E	79.7	E	1.5

FREEWAY RAMP QUEUING ADJACENT TO PROJECT SITE

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

Table 13 shows the results of the analysis. Based on the analysis, all ramps would not experience queuing greater than the available storage during all four scenarios.

TABLE 13
777 N FRONT STREET PROJECT
PEAK HOUR OFF-RAMP INTERSECTION 95TH PERCENTILE QUEUES

ID	Ramp	Cross Street	Ramp Length (ft) [a]	Ramp Turning Movements by Lanes at Intersection			Existing Conditions						Existing + Project							
							AM 95th Percentile Queue		PM 95th Percentile Queue		Queue Exceeds Storage?		AM 95th Percentile Queue		PM 95th Percentile Queue		Queue Length Increase (ft)		Queue Exceeds Storage?	
				Lanes	Move	Length [a]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM	AM	PM
8	I-5 Northbound Off-Ramp	Burbank Blvd	600	2	Right Right	430 600	65 [b]	65	213 [b]	213	No	No	69 [b]	69	213 [b]	213	4	0	No	No
9	I-5 Southbound Off-Ramp	Burbank Blvd	1,060	3	Left Through/Left Right	1,060 690 380	326 335 536 [b]	536	595 [b] 594 [b] 689 [b]	689	No	No	347 352 536 [b]	536	647 [b] 661 [b] 689 [b]	689	0	0	No	No
22	I-5 Southbound Off-Ramp	Front Street	610	2	Left Left/Right	610 275	59 [b]	59	111 [b]	111	No	No	59 [b]	59	111 [b]	111	0	0	No	No

ID	Ramp	Cross Street	Ramp Length (ft) [a]	Ramp Turning Movements by Lanes at Intersection			Future Conditions						Future + Project							
							AM 95th Percentile Queue		PM 95th Percentile Queue		Queue Exceeds Storage?		AM 95th Percentile Queue		PM 95th Percentile Queue		Queue Length Increase (ft)		Queue Exceeds Storage?	
				Lanes	Move	Length [c]	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM	Lane (ft)	Max (ft)	Lane (ft)	Max (ft)	AM	PM	AM	PM
8	I-5 Northbound Off-Ramp	Burbank Blvd	1,340	4	Right Right Through/Left Left	785 1,325 1,340 885	109 [b] 488 [b] 473 [b]	488	220 [b] 329 342 [b]	342	No	No	111 [b] 506 [b] 490 [b]	506	220 [b] 374 [b] 385 [b]	385	18	43	No	No
9	I-5 Southbound Off-Ramp	Burbank Blvd	1,060	4	Left Through/Left Through/Right Right	625 1,060 780 780	290 290 425 352	425	689 [b] 692 [b] 393 345	692	No	No	290 290 444 357	444	689 [b] 692 [b] 434 352	692	19	0	No	No
22	I-5 Southbound Off-Ramp	Front Street	610	2	Left Left/Right	610 275	69 [b]	69	129 [b]	129	No	No	69 [b]	69	136 [b]	136	0	7	No	No

Notes:

[a]: Ramp capacity determined based on scaled distances from on-line aerial photographs.

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

[b]: Queue same as in adjacent lane.

[c]: Future ramp capacity for Intersection 8 & 9 estimated based on Caltrans plans.

TRANSIT SYSTEM PROJECT IMPACTS

This section discusses impacts related to the transit system. This section evaluates whether impacts could include disruptions to existing transit service, interference with planned transit facilities, conflict with adopted transit system plans, guidelines, policies, or standards, or create demand for public transit above the available capacity.

Disruptions to Existing Transit Service

Significance Criteria

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

Project Impact

Bus stops, and ADA-accessible sidewalks and curb ramps that provide access to the bus stops exist on Front Street. The project is not anticipated to impact transit circulation near the project site. Therefore, the impact is less than significant.

Interference with Planned Transit Services

Significance Criteria

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

Project Impact

Based on a review of available documents, including Burbank Bus's website and Metro's *Long Range Transportation Plan* (2009), there are no planned transit services that would be impacted by the development of the project site. Therefore, the impact is less than significant.

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

Significance Criteria

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

Project Impact

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

- Policy 2.1 Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation (Page 4-3).
- Policy 4.1 Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas (Page 4-3).

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

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

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

BICYCLE NETWORK PROJECT IMPACTS

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

Disruptions to Existing Facilities

Significance Criteria

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

Project Impact

Bicycle facilities within the study area include on-street bicycle lanes on Front Street, San Fernando Boulevard, 3rd Street, and Burbank Boulevard. In addition, the Project is proposing to install a raised and protected Class IV cycle track on Front Street. No physical mitigation measures have been proposed at study intersections that would eliminate or alter these existing bicycle facilities, or conflict with plans for the proposed facilities. Therefore, no existing or proposed bicycle facilities would be impacted by the development of the project site. The impact is less than significant.

Interference with Planned Bicycle Facilities

Significance Criteria

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

Project Impact

Bicycle facilities planned within the study area include on-street bicycle lanes along Glenoaks Boulevard, 3rd Street, San Fernando Boulevard, 1st Street (Ikea Way), Front Street, Chandler Boulevard, Burbank Boulevard, Olive Avenue, and Magnolia Boulevard.

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

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

Significance Criteria

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

Project Impact

In 2009, the City of Burbank adopted a Bicycle Master Plan. The Bicycle Master Plan recognized the importance of the bicycle as a viable means of transportation, and provides specific recommendations for facilities and programs for the next 25 years. Policy 2 of the Bicycle Master Plan requires that the City provide bicycle-friendly connections to major employment centers. The project plans to construct a raised and protected bi-directional Class IV bicycle facility from Burbank Boulevard to the Downtown Burbank Metrolink Station along the east side of Front Street. This facility will connect bicyclists to the Downtown Burbank Metrolink Station. The project's connection to the Downtown Burbank Metrolink Station will introduce new bicycle trips that will be required to cross Front Street from the project site, where there are currently no existing signalized intersections or crossings. Because of the high posted speed limit of 40 miles per hour (mph) on Front Street and the increased bicyclist activity at this location due to the project, the project creates a significant impact at this location.

Project Impact Mitigation

Project bicycle trips travelling between the Downtown Burbank Metrolink Station and the project site will need to cross Front Street to access the station. To mitigate the bicycle network impact, a crosswalk and rectangular rapid flashing beacons (RRFBs) should be installed at the northernmost parking lot driveway of the Downtown Burbank Metrolink Station to facilitate access for bicyclists to cross from the eastern side of Front Street to the western side of Front Street where the station is located. The project applicant will be responsible for the installation of crosswalks and RRFB at the Downtown Burbank Metrolink Station's northern driveway.

PEDESTRIAN NETWORK PROJECT IMPACTS

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

Disruptions to Existing Facilities

Significance Criteria

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

Project Impact

Pedestrian walkways exist near the project site along Front Street, Burbank Boulevard, Victory Place and Victory Boulevard. The pedestrian network will be maintained along these ways. Along Front Street, there is currently a 6-foot sidewalk along the eastern side of the street. This sidewalk will be widened to 11-feet along the project site per dedication to the City by the project. There is currently no sidewalk along the western side of Front Street. The project will introduce new pedestrian trips, some of which will need to cross from the eastern side of Front Street to access the Downtown Burbank Metrolink Station, which is located on the western side of Front Street. There are no existing signalized intersections along Front Street between the project site and the Downtown Burbank Metrolink Station that would connect the east side and the west side of the street. There is one pedestrian crossing south of the Magnolia Boulevard overcrossing facilitated through curb ramps, but no crosswalk striping or signage is present and there is no sidewalk on the west side of Front Street. Because of the high posted speed limit of 40 mph on Front Street and the increased pedestrian activity at this location due to the project, the project creates a significant pedestrian impact at this location.

Project Impact Mitigation

Project pedestrian trips travelling between the Downtown Burbank Metrolink Station and the project site need to cross Front Street to access the station. To mitigate the pedestrian network impact, a pedestrian crosswalk with RRFBs should be installed south of Magnolia Boulevard at the Downtown Burbank Metrolink Station's northernmost driveway. The project applicant will be responsible for the installation of the pedestrian crosswalk with appropriate signage, ADA ramps, and rectangular rapid flashing beacons (RRFBs) at the Downtown Burbank Metrolink Station's northernmost driveway.

There are also existing ADA curb ramps that provide access to Front Street at the northern part of the Metrolink Station directly south of the Magnolia Boulevard overcrossing. These ramps are intended to provide ADA and pedestrian access from the east side of the street to the west side of the street. However, it is not facilitated by any signage or striping and has poor sight lines for visibility by motorists. The existing ADA curb ramps should be removed at this location.

The widened sidewalk along the eastern edge of Front Street should be extended south of the project site to the Downtown Burbank Metrolink Station. The project applicant will be responsible for the installation of the pedestrian crosswalk, ADA ramps, and RRFBs.

Interference with Planned Pedestrian Facilities

Significance Criteria

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

Project Impact

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

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

Significance Criteria

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

Project Impact

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

6. PARKING AND SITE CIRCULATION ANALYSIS

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

CITY OF BURBANK PARKING CODE REQUIREMENTS

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

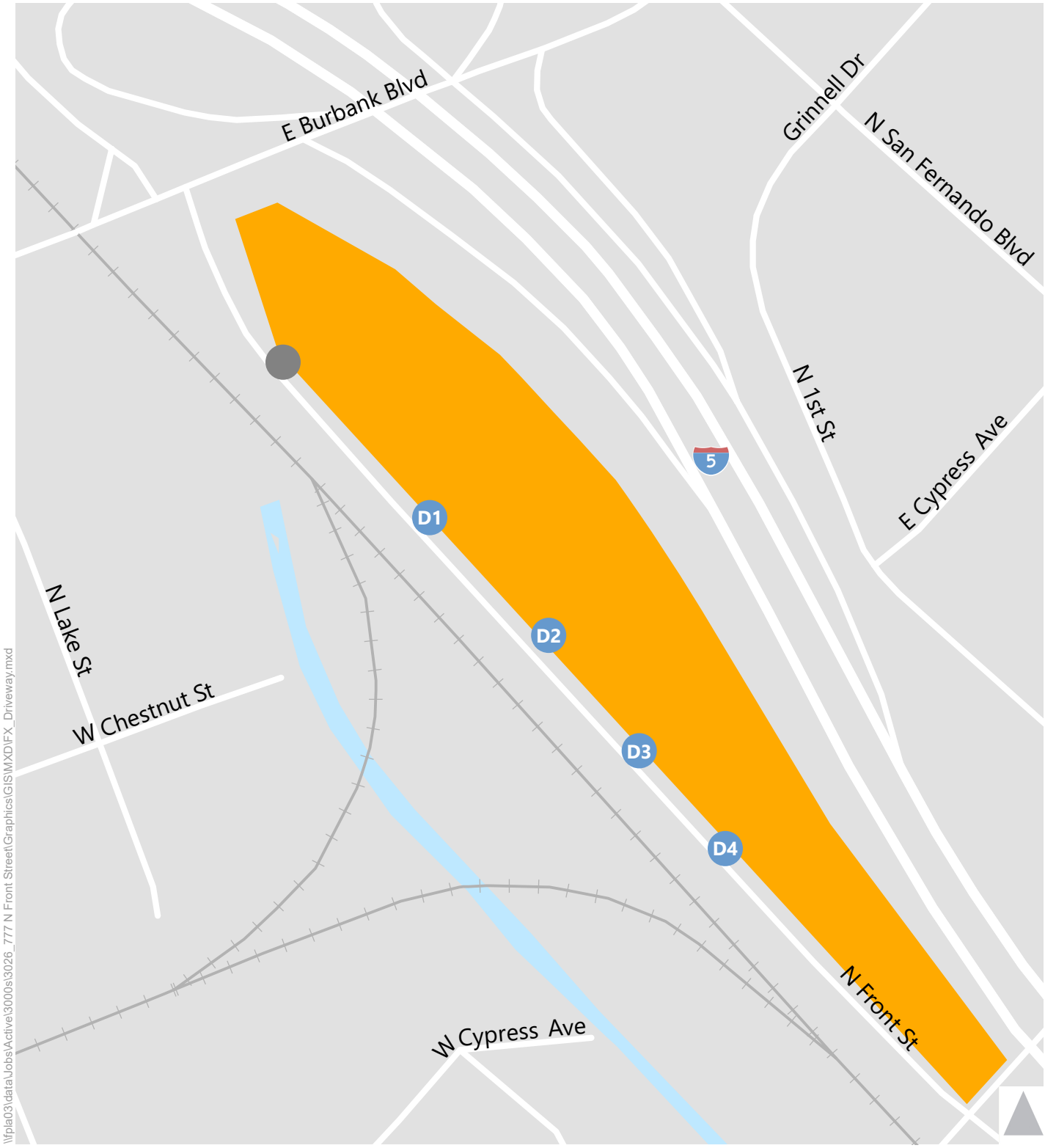
The project involves the development of 1,067 square feet of retail, a 307-room hotel with 1,800 square feet of high-turnover restaurant space, and a 573-unit residential building. Table 14 provides a summary of the City of Burbank parking code requirements for the project by land use. Based on City of Burbank code requirements, the project requires 1,463 parking spaces. The project will provide the required number of spaces by City code requirements.

SITE ACCESS AND CIRCULATION

As shown in Figure 16, the proposed project includes five driveways along Front Street. Primary vehicular access to the site will be from two residential driveways and one hotel driveway. The northernmost driveway is an outbound only driveway providing loading access for the residential units as well as emergency access. The southernmost driveway will be used by both residents and hotel guests as a secondary access point. All driveways are unsignalized, except for the hotel driveway which will be signalized primarily to facilitate bicycle and pedestrian access to the bi-directional Class IV cycle track planned to be built along the west side of Front Street.

There are no turn restrictions at any of the driveways. Sidewalks are provided along Front Street on the east side of the street, fronting the project site. These sidewalks will be widened to 15 feet per dedication to the City.

Table 15 provides the anticipated levels of service at the proposed unsignalized driveways. All driveways are projected to operate at LOS B. LOS worksheets for driveways are provided in Appendix D.



Outbound Only Driveway (Loading and Emergency Vehicle Access Only)

Project Driveway

Project Site

Figure 16

Project Driveway Locations

TABLE 14
777 N FRONT STREET PROJECT
VEHICLE PARKING SPACES REQUIRED BY CITY CODE

Land Use	Code Requirement	Project Size	Required Vehicle Spaces
General - Retail	3.3 spaces/ ksf [a]	1.067 ksf	4
Residential			
Studio - less than 500 sf	1.25 spaces/ DU [b]	114 DU	143
Studio/1-bedroom - greater than 500 sf	1.75 spaces/ DU [b]	245 DU	429
2 bedroom	2 spaces/ DU [b]	180 DU	360
3 bedroom	2 spaces/ DU [b]	34 DU	68
Guest	0.25 spaces/ DU [b]	573 DU	143
Hotels and Motels	1 spaces/ room [a]	307 room	307
Restaurant part of a hotel	5 spaces/ ksf [a]	1.800 ksf	9
	Total Project		**1,463**

Notes:
[a] City of Burbank Municipal Code 10-1-1408
[b] City of Burbank Municipal Code 10-1-628

TABLE 15
777 N FRONT STREET PROJECT
DRIVEWAY LEVEL OF SERVICE

NO.	INTERSECTION	INTERSECTION CONTROL	PEAK HOUR	Future (2022) + Project	
				Delay or V/C	LOS
D1	Front Street Residential Driveway North	TWSC	AM	12.8	B
			PM	13.1	B
D2	Front Street Residential Driveway South	TWSC	AM	12.7	B
			PM	13.0	B
D3	Front Street Hotel Driveway	TWSC	AM	12.6	B
			PM	13.3	B
D4	Front Street Secondary Driveway	TWSC	AM	11.5	B
			PM	11.7	B

Notes:

TWSC Two-way stop controlled intersections

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

EMERGENCY ACCESS

Emergency vehicle access is required to provide access by fire, police, and other emergency vehicles into the project site. Providing adequate emergency vehicle access ensures that these vehicles are able to easily and quickly respond to service calls. A review of the site plan indicates that emergency vehicles can access the site via the southernmost driveway. This driveway leads to fire truck access lane on the eastern perimeter of the project site. An outbound only driveway exists at the northern edge of the project site, specifically for emergency and service vehicles only. To access this driveway, a fire truck would be required to exit this driveway heading southbound from the project site as the design of the driveway restricts the truck turning radius from allowing fire trucks to exit and turn right from the site headed on Front Street.

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

All internal roadways that provide fire access, referred to as fire apparatus access roads, should comply with the California Fire Code and are discussed within Section 503.1. Fire apparatus access roads shall extend to within 150 feet of all portions of the facility, shall be no less than 20 feet wide, and should include turning radius that meet the discretion of the local fire code official. For fire apparatus access roads with dead ends where the length of the street is greater than 150 feet, an approved area for turning around fire apparatuses shall be provided. Based on the site plan for the project, all internal streets appear to comply with the California Fire Code with the exception of the outbound only driveway at the northern edge of the property which does not meet the truck turning radius for right-turns. Fire trucks would only be able to turn left from the driveway headed south on Front Street. However, final approval for fire access is at the discretion of local fire officials.

7. CONGESTION MANAGEMENT PROGRAM ANALYSIS

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

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

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

SIGNIFICANT TRAFFIC IMPACT CRITERIA

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

ARTERIAL MONITORING ANALYSIS

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

FREEWAY ANALYSIS

Regional access to the project site is provided by Interstate 5, State Route (SR) 170, and SR 134 Freeways. Interstate 5 lies directly north and east of the site, State Route 170 lies approximately 5 miles to the west of the site, and SR-134 lies approximately 2 miles south of the site. The CMP freeway monitoring stations closest to the project site include the following:

- I-5 Freeway north of Burbank Boulevard Burbank Ramps (north of the project site)
- I-5 Freeway at Osborne Street, north of SR-170 (approximately seven miles north of the site)

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

The project is expected to generate 314 trips in the AM peak hour and 398 trips in the PM peak hour. Based on the project distribution patterns shown in Figure 6, approximately 15% of project traffic is expected to travel through the monitoring station at Interstate-5 Freeway north of Burbank Boulevard Burbank Ramps, resulting in approximately 47 trips added during the AM peak hour and 60 trips added during the PM peak hour. For all other monitoring stations, fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the study area. Since fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments near the study area, no further analysis of the freeway segments is required for CMP purposes.

REGIONAL TRANSIT IMPACT ANALYSIS

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

The project site is served by a high level of public transit. Figure 3 shows the various transit routes providing service in the study area. The project is located approximately 0.25 miles from the existing Downtown Burbank Metrolink Station. Six Local Metro bus routes, one BurbankBus route, and one Glendale Beeline route have a bus stop at the Downtown Burbank Metrolink Station.

As part of the trip generation estimates presented in Table 4, a combined transit, walk, and bicycle credit of 10% was taken for the hotel and residential land uses and a 5% credit was taken for the retail and restaurant land uses, in consultation with the City of Burbank. Excluding the transit credit in Table 4, the proposed project would have an estimated increase in vehicle trip generation of approximately 349 net vehicle trips during the AM peak hour and 442 during the PM peak hour. Applying the CMP guidelines by converting the vehicle trips to person trips by multiplying by a 1.4 AVR and applying the transit credit would result in approximately 49 new transit person trips during the weekday AM peak hour and 62 during the PM peak hour.

Given the frequency of the transit service in close proximity to the project site, the transit capacity is over 5,700 persons in each the AM and PM peak periods. Of this capacity, approximately 60% is provided by the Downtown Burbank Metrolink Station, and 40% is provided by existing bus service. The proposed project would use approximately 1% of available transit capacity during the peak hours. Based on this estimate, the project impact is expected to be less than significant.

8. CONSTRUCTION IMPACTS

CONSTRUCTION IMPACT CRITERIA

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

CONSTRUCTION IMPACT ASSESSMENT

Construction of the project is anticipated to begin in September 2019 and is expected to take a total of approximately 73 months to complete. The project is anticipated to be constructed in three phases. The expected construction schedule is listed below:

1. Phase 1: Residential Building 1 & Earthwork
    a. Site preparation – September through December 2019
    b. Grading – January through March 2020
    c. Building construction – April 2020 through July 2022
2. Phase 2: Residential Building 2
    a. Building construction – April 2020 through September 2025
3. Phase 3: Hotel
    a. Building construction – April 2020 through September 2025

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

Temporary Traffic Impacts

Lane closures are anticipated along Front Street during construction. Since travel lane closures during construction are anticipated, the temporary construction impacts on the roadway network would be considered significant.

Temporary Loss of Access

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

Temporary Loss of Bus Stops or Rerouting of Bus Lines

Bus stops are not located on Front Street. Construction is not anticipated to affect bus operations as construction and staging is not immediately adjacent to any bus stops. Therefore, the construction impacts on transit operations would be less than significant.

Temporary Loss of On-Street Parking

On-street parking is not permitted on Front Street along the project frontage. As the construction of the project would not result in the loss of any on-street parking, construction impacts on on-street parking would be less than significant.

Truck Routes

When the Burbank Bridge is scheduled to be under construction between July 2019 and October 2020, the following haul truck route will be utilized:

- Outbound trucks will head north on Front Street to Burbank Boulevard to Victory Boulevard to the I-5 Freeway to access the two landfill sites.
- Inbound trucks will head south on the I-5 Freeway and exit on Front Street and continue straight to the project site.

When the Burbank Bridge is available for use, the following haul truck route will be utilized:

- Outbound trucks will head north on Front Street over the Burbank Bridge to San Fernando Boulevard to the I-5 Freeway to access the two landfill sites.
- Inbound trucks will head south on the I-5 Freeway and exit on Front Street and continue straight to the project site.

Up to 59 haul truck trips per day are anticipated during site preparation and 73 haul truck trips per day are expected during grading. 201 equipment/deliveries/vendor truck trips per day are expected to occur during the building construction phases.

Construction Employees

The number of construction workers would vary throughout the construction period with the building construction phases generating the highest number of trips. Site preparation is expected to involve up to 9 workers and grading is expected to involve up to 8 workers. The building construction phases are expected to involve up to a total of 470 workers per day. During the site preparation and grading phases and the first portion of the building construction while the parking garage is under construction, it is anticipated that construction employees would be parked offsite, with the off-street location to be identified at a later date. Once the subterranean parking structure component of the project is complete, construction workers would park in the garage.

CONSTRUCTION MITIGATION MEASURES

Prior to issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan (CMP) shall be submitted for review and approval by the City Traffic Engineer and Building Official. The requirement for a Construction Management Plan shall be incorporated into the Project specifications and subject to verification by the City Traffic Engineer and Building Official prior to final plan approval. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the Project.
- Require the Project Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Project Applicant shall clean adjacent streets, as directed by the City Traffic Engineer (or representative of the City Traffic Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Hauling or transport of oversize loads shall be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the City Traffic Engineer. No hauling or transport will be allowed during nighttime hours, weekends, or Federal holidays.
- Use of local streets shall be prohibited unless otherwise provided for in the CMP.
- Haul trucks entering or exiting public streets shall at all times yield to public traffic.
- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Project Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Traffic Engineer.
- All construction-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or at a nearby site approved by the City Traffic Engineer as part of the CMP.
- The Construction Management Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device as well as City of Burbank requirements.

With this mitigation measure, the temporary significant impact due to the lane closures on Front Street would be less than significant.

9. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed development at 777 N Front Street in the City of Burbank. The following summarizes the results of this analysis:

- The proposed project involves the development of 307-room hotel with 1,800 square feet of high-turnover restaurant space, a 573-unit apartment building, and 1,067 square feet of retail gallery space. The parcel is bounded by Burbank Boulevard to the north, the Interstate 5 (I-5) to the east, Magnolia Boulevard to the south (above grade), and Front Street to the west.
- The proposed project would provide five driveways along Front Street. All driveways would provide full access and would be stop-controlled. All driveways are projected to operate at LOS B or better under existing plus project and future plus project conditions.
- A total of 24 intersections and one roadway segment were analyzed for this project, 23 of which are signalized. Two of the study intersections are part of the new interchange configurations for Interstate 5 at Burbank Boulevard.
- The proposed project is estimated to generate approximately 314 new trips (129 inbound, 185 outbound) during the morning peak hour, 398 new trips (225 inbound and 173 outbound) during the afternoon peak hour, and approximately 5,261 daily trips.
- One of the 24 study intersections operates at LOS E during both peak hours under Existing conditions, and one intersection operates at LOS F during both peak hours under Existing plus Project conditions. Four intersections operate at LOS E or F under Future Base and Future plus Project conditions.
- Analysis of Existing plus Project conditions indicates that, using the significance criteria established by the City of Burbank, the proposed project would have two significant intersection impacts.
- Analysis of projected Future plus Project conditions indicates that, using the significance criteria established by the City of Burbank, the proposed project would have significant impacts at four study intersections.
- The project impacts at Victory Boulevard & Magnolia Avenue and Victory Boulevard & Olive Avenue are able to be fully mitigated under Future plus Project conditions. One partial mitigation is recommended at Burbank Boulevard & I-5 SB off-ramps/Front Street but the intersection would remain significant and unavoidable under Existing plus Project and Future plus Project conditions. The remaining mitigation measure at Victory Place & Burbank Boulevard is not considered feasible and the impacted intersection would be considered significant and unavoidable under Existing plus Project and Future plus Project conditions.
- A total of 1,463 parking spaces are required by the Burbank Municipal Code. The proposed project will provide the Code required number of parking spaces.
- Additional analysis of potential impacts on the regional transportation system conducted in accordance with CMP requirements determined that the project would not have a significant impact on the CMP arterial highway network, freeway network, or transit network.
- Construction impacts related to the lane closures on Front Street during construction were found to be significant. With the Construction Management Plan implemented as a mitigation measure, the impacts would be less than significant.

APPENDIX A

Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Glenoaks Blvd & Amherst Dr
City: Burbank
Control: Signalized

Project ID: 17-05689-001
Date: 10/17/2017

Total

NS/EW Streets:	N Glenoaks Blvd				N Glenoaks Blvd				Amherst Dr				Amherst Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	19	106	3	0	4	232	13	0	12	4	2	0	4	7	1	0	407
7:15 AM	15	81	1	0	3	333	20	0	10	4	4	0	7	11	1	0	490
7:30 AM	12	140	2	0	11	348	30	0	11	13	7	0	16	27	4	0	621
7:45 AM	26	200	3	0	3	324	48	0	29	20	4	0	27	44	4	0	732
8:00 AM	25	150	3	0	6	296	25	0	24	9	6	0	6	21	7	0	578
8:15 AM	20	152	0	0	5	300	20	0	9	8	4	0	9	19	2	0	548
8:30 AM	12	121	6	0	7	347	23	0	10	4	4	0	9	13	4	0	560
8:45 AM	13	122	2	0	1	343	18	0	17	4	4	0	11	12	2	0	549
9:00 AM	14	127	5	1	4	321	22	0	6	4	8	0	6	10	6	0	534
9:15 AM	10	129	5	1	3	271	19	0	7	5	2	0	2	9	2	0	465
9:30 AM	14	105	2	1	3	249	13	0	16	2	3	0	4	8	3	0	423
9:45 AM	10	104	1	0	3	221	16	0	13	6	4	0	4	8	2	0	392
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	190	1537	33	3	53	3585	267	0	164	83	52	0	105	189	38	0	6299
APPROACH %'s :	10.78%	87.18%	1.87%	0.17%	1.36%	91.81%	6.84%	0.00%	54.85%	27.76%	17.39%	0.00%	31.63%	56.93%	11.45%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	83	642	8	0	25	1268	123	0	73	50	21	0	58	111	17	0	2479
PEAK HR FACTOR :	0.798	0.803	0.667	0.000	0.568	0.911	0.641	0.000	0.629	0.625	0.750	0.000	0.537	0.631	0.607	0.000	0.847
	0.800				0.910				0.679				0.620				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	16	241	4	0	4	182	22	0	26	10	6	0	12	14	3	0	540
4:45 PM	17	257	5	0	5	233	13	0	27	11	7	0	3	11	5	0	594
5:00 PM	13	266	5	0	4	253	15	0	26	5	11	0	9	10	1	0	618
5:15 PM	18	298	4	0	5	267	14	0	35	14	8	0	4	5	1	0	673
5:30 PM	11	280	6	0	1	238	20	0	34	30	9	0	5	15	0	0	649
5:45 PM	12	308	5	0	4	254	23	0	31	7	5	0	5	4	1	0	659
6:00 PM	19	298	5	1	5	272	29	0	32	15	4	0	9	9	1	0	699
6:15 PM	11	275	8	0	3	265	18	0	29	11	4	0	9	4	2	0	639
6:30 PM	17	256	3	0	1	236	15	0	35	12	8	0	9	5	0	0	597
6:45 PM	14	295	2	0	2	254	16	0	21	4	6	0	2	8	1	0	625
7:00 PM	24	249	3	0	1	219	16	0	23	7	9	0	2	3	1	0	557
7:15 PM	13	207	6	0	4	170	16	0	29	2	4	0	5	4	2	0	462
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	185	3230	56	1	39	2843	217	0	348	128	81	0	74	92	18	0	7312
APPROACH %'s :	5.33%	93.03%	1.61%	0.03%	1.26%	91.74%	7.00%	0.00%	62.48%	22.98%	14.54%	0.00%	40.22%	50.00%	9.78%	0.00%	
PEAK HR :	**05:15 PM - 06:15 PM**																TOTAL
PEAK HR VOL :	60	1184	20	1	15	1031	86	0	132	66	26	0	23	33	3	0	2680
PEAK HR FACTOR :	0.789	0.961	0.833	0.250	0.750	0.948	0.741	0.000	0.943	0.550	0.722	0.000	0.639	0.550	0.750	0.000	0.959
	0.973				0.925				0.767				0.738				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Glenoaks Blvd & Amherst Dr
City: Burbank
Control: Signalized

Project ID: 17-05689-001
Date: 10/18/2017

Total

NS/EW Streets:	N Glenoaks Blvd				N Glenoaks Blvd				Amherst Dr				Amherst Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	22	89	1	0	3	231	19	0	8	7	4	0	2	10	2	0	398
7:15 AM	20	87	1	0	11	346	16	0	6	13	8	0	6	14	2	0	530
7:30 AM	19	130	3	0	8	370	28	0	15	17	3	0	13	26	4	0	636
7:45 AM	25	200	3	0	4	351	47	0	24	18	6	0	28	43	3	0	752
8:00 AM	17	173	5	0	0	330	35	0	20	8	6	0	9	22	4	0	629
8:15 AM	17	140	5	0	2	344	25	0	14	4	3	0	10	12	0	0	576
8:30 AM	17	110	3	0	6	347	31	0	17	3	6	0	5	12	2	0	559
8:45 AM	11	91	2	0	5	341	23	0	11	6	1	0	11	18	1	0	521
9:00 AM	13	109	8	0	2	304	26	0	15	8	2	0	8	11	4	0	510
9:15 AM	10	128	8	0	4	266	21	0	12	7	6	0	7	14	3	0	486
9:30 AM	13	114	3	0	7	183	18	0	12	8	5	0	5	10	2	0	380
9:45 AM	13	134	9	0	0	178	15	0	11	4	6	0	6	10	1	0	387
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	197	1505	51	0	52	3591	304	0	165	103	56	0	110	202	28	0	6364
APPROACH %'s :	11.24%	85.85%	2.91%	0.00%	1.32%	90.98%	7.70%	0.00%	50.93%	31.79%	17.28%	0.00%	32.35%	59.41%	8.24%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	78	643	16	0	14	1395	135	0	73	47	18	0	60	103	11	0	2593
PEAK HR FACTOR :	0.780	0.804	0.800	0.000	0.438	0.943	0.718	0.000	0.760	0.653	0.750	0.000	0.536	0.599	0.688	0.000	0.862
	0.808				0.951				0.719				0.588				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	13	241	8	0	3	223	16	0	38	11	11	0	3	9	5	0	581
4:45 PM	15	249	7	0	4	230	14	0	27	18	7	0	11	13	3	0	598
5:00 PM	12	291	8	0	6	279	16	0	37	18	6	0	3	7	2	0	685
5:15 PM	22	271	7	0	2	300	24	0	20	15	7	0	1	14	1	0	684
5:30 PM	14	305	4	0	4	276	23	0	43	17	10	0	12	15	5	0	728
5:45 PM	24	293	2	0	0	358	15	0	34	13	5	0	6	7	3	0	760
6:00 PM	13	279	2	0	2	321	25	0	32	17	6	0	6	6	1	0	710
6:15 PM	14	276	4	0	5	280	22	0	25	9	5	0	3	4	2	0	649
6:30 PM	14	251	4	0	1	237	14	0	36	10	12	0	2	4	0	0	585
6:45 PM	15	274	2	0	1	260	13	0	21	10	7	0	4	14	5	0	626
7:00 PM	17	226	4	0	2	216	14	0	30	10	8	0	4	8	4	0	543
7:15 PM	16	201	5	0	3	160	20	0	17	4	3	0	0	6	0	0	435
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	189	3157	57	0	33	3140	216	0	360	152	87	0	55	107	31	0	7584
APPROACH %'s :	5.55%	92.77%	1.67%	0.00%	0.97%	92.65%	6.37%	0.00%	60.10%	25.38%	14.52%	0.00%	28.50%	55.44%	16.06%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	73	1148	15	0	8	1255	87	0	129	62	28	0	25	42	10	0	2882
PEAK HR FACTOR :	0.760	0.941	0.536	0.000	0.500	0.876	0.870	0.000	0.750	0.912	0.700	0.000	0.521	0.700	0.500	0.000	0.948
	0.957				0.905				0.782				0.602				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N San Fernando Blvd & Scott Rd
City: Burbank
Control: Signalized

Project ID: 18-05253-001
Date: 4/24/2018

Total

NS/EW Streets:	N San Fernando Blvd				N San Fernando Blvd				Scott Rd				Scott Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	58	17	0	0	53	0	0	0	0	0	0	47	0	0	0	175
7:15 AM	0	71	12	0	0	64	0	0	0	0	0	0	66	0	0	0	213
7:30 AM	0	85	21	0	0	110	0	0	0	0	0	0	84	0	0	0	300
7:45 AM	0	123	26	0	1	79	0	0	0	0	0	0	79	0	2	0	310
8:00 AM	0	92	29	0	0	68	0	0	0	0	0	0	74	0	0	0	263
8:15 AM	0	84	20	0	0	64	0	0	0	0	0	0	90	0	0	0	258
8:30 AM	0	76	32	0	0	58	0	1	0	0	0	0	70	0	1	0	238
8:45 AM	0	67	18	0	1	56	0	0	0	0	0	0	83	0	5	0	230
9:00 AM	0	67	16	0	0	46	0	0	0	0	0	0	73	0	0	0	202
9:15 AM	0	78	23	0	0	54	0	0	0	0	0	0	73	0	2	0	230
9:30 AM	0	72	24	0	0	34	0	0	0	0	0	0	63	0	1	0	194
9:45 AM	0	70	28	0	2	51	0	0	0	0	0	0	47	0	4	0	202
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	943	266	0	4	737	0	1	0	0	0	0	849	0	15	0	2815
APPROACH %'s :	0.00%	78.00%	22.00%	0.00%	0.54%	99.33%	0.00%	0.13%					98.26%	0.00%	1.74%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	384	96	0	1	321	0	0	0	0	0	0	327	0	2	0	1131
PEAK HR FACTOR :	0.000	0.780	0.828	0.000	0.250	0.730	0.000	0.000	0.000	0.000	0.000	0.000	0.908	0.000	0.250	0.000	0.912
	0.805				0.732								0.914				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	158	52	0	2	42	0	0	0	0	0	0	38	0	2	0	294
4:45 PM	0	174	71	0	0	38	0	0	0	0	0	0	42	0	1	0	326
5:00 PM	0	196	71	0	0	48	0	0	0	0	0	0	41	0	0	0	356
5:15 PM	0	184	68	0	2	42	0	0	0	0	0	0	46	0	0	0	342
5:30 PM	0	183	50	0	0	40	0	0	0	0	0	0	40	0	0	0	313
5:45 PM	0	184	73	0	0	45	0	0	0	0	0	0	48	0	3	0	353
6:00 PM	0	202	65	0	0	43	0	0	0	0	0	0	39	0	0	0	349
6:15 PM	0	164	61	0	1	35	0	0	0	0	0	0	40	0	1	0	302
6:30 PM	0	162	65	0	2	59	0	0	0	0	0	0	38	0	3	0	329
6:45 PM	0	145	77	0	0	36	0	0	0	0	0	0	43	0	2	0	303
7:00 PM	0	168	79	0	1	44	0	0	0	0	0	0	56	0	4	0	352
7:15 PM	0	156	63	0	0	35	0	0	0	0	0	0	50	0	1	0	305
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2076	795	0	8	507	0	0	0	0	0	0	521	0	17	0	3924
APPROACH %'s :	0.00%	72.31%	27.69%	0.00%	1.55%	98.45%	0.00%	0.00%					96.84%	0.00%	3.16%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	747	262	0	2	175	0	0	0	0	0	0	175	0	3	0	1364
PEAK HR FACTOR :	0.000	0.953	0.897	0.000	0.250	0.911	0.000	0.000	0.000	0.000	0.000	0.000	0.911	0.000	0.250	0.000	0.958
	0.945				0.922								0.873				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N San Fernando Blvd & Scott Rd
City: Burbank
Control: Signalized

Project ID: 18-05253-001
Date: 4/25/2018

Total

NS/EW Streets:	N San Fernando Blvd				N San Fernando Blvd				Scott Rd				Scott Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	67	13	0	0	64	0	0	0	0	0	0	65	0	1	0	210
7:15 AM	0	77	19	0	0	67	0	0	0	0	0	0	75	0	1	0	239
7:30 AM	0	98	29	0	0	122	0	0	0	0	0	0	80	0	0	0	329
7:45 AM	0	146	42	0	0	108	0	0	0	0	0	0	85	0	0	0	381
8:00 AM	0	104	33	0	0	79	0	0	0	0	0	0	84	0	1	0	301
8:15 AM	0	79	20	0	0	83	0	0	0	0	0	0	88	0	1	0	271
8:30 AM	0	91	24	0	0	61	0	0	0	0	0	0	83	0	2	0	261
8:45 AM	0	64	16	0	0	68	0	0	0	0	0	0	61	0	3	0	212
9:00 AM	0	81	30	0	0	60	0	0	0	0	0	0	71	0	2	0	244
9:15 AM	0	80	20	0	0	39	0	0	0	0	0	0	67	0	0	0	206
9:30 AM	0	80	27	0	0	55	0	0	0	0	0	0	58	0	6	0	226
9:45 AM	0	70	23	0	0	51	0	0	0	0	0	0	46	0	2	0	192
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1037	296	0	0	857	0	0	0	0	0	0	863	0	19	0	3072
APPROACH %'s :	0.00%	77.79%	22.21%	0.00%	0.00%	100.00%	0.00%	0.00%					97.85%	0.00%	2.15%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	0	427	124	0	0	392	0	0	0	0	0	0	337	0	2	0	1282
PEAK HR FACTOR :	0.000	0.731	0.738	0.000	0.000	0.803	0.000	0.000	0.000	0.000	0.000	0.000	0.957	0.000	0.500	0.000	0.841
		0.733				0.803								0.952			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	174	59	0	2	46	0	0	0	0	0	0	42	0	3	0	326
4:45 PM	0	176	46	0	1	29	0	0	0	0	0	0	50	0	4	0	306
5:00 PM	0	188	75	0	0	52	0	0	0	0	0	0	43	0	2	0	360
5:15 PM	0	197	81	0	2	45	0	0	0	0	0	0	48	0	1	0	374
5:30 PM	0	201	75	0	1	52	0	0	0	0	0	0	41	0	1	0	371
5:45 PM	0	167	64	0	1	34	0	0	0	0	0	0	42	0	2	0	310
6:00 PM	0	181	91	0	1	50	0	0	0	0	0	0	41	0	2	0	366
6:15 PM	0	199	66	0	1	54	0	0	0	0	0	0	61	0	4	0	385
6:30 PM	0	171	59	0	1	24	0	0	0	0	0	0	41	0	4	0	300
6:45 PM	0	158	81	0	0	46	0	0	0	0	0	0	51	0	2	0	338
7:00 PM	0	162	75	0	1	33	0	0	0	0	0	0	30	0	1	0	302
7:15 PM	0	191	61	0	1	32	0	0	0	0	0	0	36	0	3	0	324
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2165	833	0	12	497	0	0	0	0	0	0	526	0	29	0	4062
APPROACH %'s :	0.00%	72.21%	27.79%	0.00%	2.36%	97.64%	0.00%	0.00%					94.77%	0.00%	5.23%	0.00%	
PEAK HR :	**05:30 PM - 06:30 PM**																TOTAL
PEAK HR VOL :	0	748	296	0	4	190	0	0	0	0	0	0	185	0	9	0	1432
PEAK HR FACTOR :	0.000	0.930	0.813	0.000	1.000	0.880	0.000	0.000	0.000	0.000	0.000	0.000	0.758	0.000	0.563	0.000	0.930
		0.946				0.882								0.746			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N San Fernando Blvd & Scott Rd
City: Burbank
Control: Signalized

Project ID: 18-05253-001
Date: 4/26/2018

Total

NS/EW Streets:	N San Fernando Blvd				N San Fernando Blvd				Scott Rd				Scott Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	86	14	0	0	74	0	0	0	0	0	0	64	0	1	0	239
7:15 AM	0	74	22	0	0	63	0	0	0	0	0	0	72	0	1	0	232
7:30 AM	0	106	26	0	0	111	0	0	0	0	0	0	88	0	0	0	331
7:45 AM	0	155	34	0	0	116	0	0	0	0	0	0	74	0	2	0	381
8:00 AM	0	109	45	1	1	66	0	0	0	0	0	0	84	0	4	0	310
8:15 AM	0	94	22	0	1	67	0	0	0	0	0	0	79	0	3	0	266
8:30 AM	0	85	21	0	0	63	0	0	0	0	0	0	85	0	0	0	254
8:45 AM	0	63	22	0	0	60	0	1	0	0	0	0	85	0	1	0	232
9:00 AM	0	78	31	0	0	47	0	0	0	0	0	0	64	0	1	0	221
9:15 AM	0	84	23	0	1	48	0	0	0	0	0	0	76	0	2	0	234
9:30 AM	0	61	24	0	0	48	0	0	0	0	0	0	63	0	5	0	201
9:45 AM	0	62	21	0	1	47	0	0	0	0	0	0	43	0	6	0	180
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1057	305	1	4	810	0	1	0	0	0	0	877	0	26	0	3081
APPROACH %'s :	0.00%	77.55%	22.38%	0.07%	0.49%	99.39%	0.00%	0.12%					97.12%	0.00%	2.88%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	0	464	127	1	2	360	0	0	0	0	0	0	325	0	9	0	1288
PEAK HR FACTOR :	0.000	0.748	0.706	0.250	0.500	0.776	0.000	0.000	0.000	0.000	0.000	0.000	0.923	0.000	0.563	0.000	0.845
		0.783				0.780								0.949			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	1	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	162	52	0	0	33	0	0	0	0	0	0	37	0	0	0	284
4:45 PM	0	157	60	0	1	48	0	0	0	0	0	0	33	0	2	0	301
5:00 PM	0	182	74	0	0	46	0	0	0	0	0	0	50	0	2	0	354
5:15 PM	0	203	54	0	2	45	0	0	0	0	0	0	44	0	1	0	349
5:30 PM	0	204	77	0	0	52	0	0	0	0	0	0	51	0	1	0	385
5:45 PM	0	169	74	0	0	48	0	0	0	0	0	0	43	0	1	0	335
6:00 PM	0	192	72	0	1	38	0	0	0	0	0	0	47	0	2	0	352
6:15 PM	0	164	76	0	1	45	0	0	0	0	0	0	52	0	3	0	341
6:30 PM	0	172	79	0	1	35	0	0	0	0	0	0	50	0	2	0	339
6:45 PM	0	160	71	0	2	43	0	0	0	0	0	0	45	0	1	0	322
7:00 PM	0	160	58	0	0	46	0	0	0	0	0	0	47	0	1	0	312
7:15 PM	0	193	78	0	0	34	0	0	0	0	0	0	34	0	0	0	339
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2118	825	0	8	513	0	0	0	0	0	0	533	0	16	0	4013
APPROACH %'s :	0.00%	71.97%	28.03%	0.00%	1.54%	98.46%	0.00%	0.00%					97.09%	0.00%	2.91%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	0	758	279	0	2	191	0	0	0	0	0	0	188	0	5	0	1423
PEAK HR FACTOR :	0.000	0.929	0.906	0.000	0.250	0.918	0.000	0.000	0.000	0.000	0.000	0.000	0.922	0.000	0.625	0.000	0.924
		0.923				0.928								0.928			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N San Fernando Blvd/ Scott Rd & Amherst Dr
City: Burbank
Control: Signalized

Project ID: 18-05253-101
Date: 4/24/2018

Total

NS/EW Streets:	N San Fernando Blvd/ Scott Rd					N San Fernando Blvd/ Scott Rd					Amherst Dr					Amherst Dr											
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	0	1	0	0	0	1	1	1	0	0	1	1.5	0.5	0	0	1	2.5	0.5	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	4	57	14	0	1	3	97	1	0	0	1	1	6	0	1	3	1	21	0	0		0	1	1	0	1	214
7:15 AM	6	47	4	0	0	3	131	3	0	1	3	3	8	0	0	16	2	33	0	0		0	0	3	0	0	263
7:30 AM	7	70	8	0	1	12	193	1	0	0	0	7	3	0	2	16	4	38	0	1		0	0	4	1	0	368
7:45 AM	13	99	15	0	2	1	142	0	0	1	2	3	4	0	2	16	4	38	0	0		0	0	7	1	0	350
8:00 AM	4	76	15	0	1	2	139	2	0	5	0	3	8	0	3	14	1	32	0	1		0	1	6	0	2	315
8:15 AM	6	80	11	0	0	5	132	1	0	2	1	1	4	0	1	16	4	26	0	0		0	2	4	0	2	298
8:30 AM	5	71	11	0	0	3	126	4	0	0	0	0	2	0	2	12	2	20	0	0		0	0	4	0	1	263
8:45 AM	4	66	13	1	0	2	123	2	0	2	0	0	4	0	0	19	3	15	0	0		0	0	5	0	0	259
9:00 AM	9	64	14	0	2	1	109	6	0	3	0	1	9	0	0	18	1	17	0	1		0	1	3	0	4	263
9:15 AM	8	80	12	0	1	2	123	0	0	0	0	0	5	0	0	17	0	12	0	1		0	0	3	0	1	265
9:30 AM	3	90	12	0	2	2	90	0	0	3	0	0	2	0	1	11	0	14	0	0		0	0	2	1	3	236
9:45 AM	5	75	12	0	2	0	100	0	0	1	0	0	5	0	2	14	1	12	0	0		0	0	2	0	4	235
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	74	875	141	1	12	36	1505	20	0	18	7	19	60	0	14	172	23	278	0	4	0	0	5	44	3	18	3329
APPROACH %'s :	6.71%	79.33%	12.78%	0.09%	1.09%	2.28%	95.31%	1.27%	0.00%	1.14%	7.00%	19.00%	60.00%	0.00%	14.00%	36.06%	4.82%	58.28%	0.00%	0.84%	0.00%	0.00%	7.14%	62.86%	4.29%	25.71%	
PEAK HR :	07:30 AM - 08:30 AM																										TOTAL
PEAK HR VOL :	30	325	49	0	4	20	606	4	0	8	3	14	19	0	8	62	13	134	0	2	0	0	3	21	2	4	1331
PEAK HR FACTOR :	0.577	0.821	0.817	0.000	0.500	0.417	0.785	0.500	0.000	0.400	0.375	0.500	0.594	0.000	0.667	0.969	0.813	0.882	0.000	0.500	0.000	0.000	0.375	0.750	0.500	0.500	0.904
			0.791					0.774					0.786					0.894					0.833				

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	0	1	0	0	0	1	1	1	0	0	1	1.5	0.5	0	0	1	2.5	0.5	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:30 PM	7	169	16	0	3	4	71	1	0	2	5	0	4	0	1	14	4	22	0	0		0	0	6	2	7	338
4:45 PM	8	206	13	0	0	2	73	0	0	0	3	1	10	0	1	14	0	24	0	0		0	1	17	3	4	380
5:00 PM	6	236	13	0	0	0	87	1	0	0	2	3	3	0	6	12	2	32	0	0		0	2	5	2	3	415
5:15 PM	6	203	13	0	1	1	87	0	0	1	1	0	8	0	4	15	2	38	0	1		0	0	7	1	3	392
5:30 PM	12	219	20	0	1	3	77	1	0	2	1	0	2	0	8	16	2	19	0	0		0	2	7	2	2	396
5:45 PM	6	208	17	0	0	1	86	1	0	3	0	0	3	0	0	13	2	29	0	0		0	1	6	0	0	376
6:00 PM	8	208	16	0	0	1	75	1	0	2	2	1	5	0	2	19	0	38	0	0		0	0	13	1	1	393
6:15 PM	7	193	20	0	1	5	77	1	0	1	1	3	3	1	1	14	4	32	0	0		0	1	6	1	1	373
6:30 PM	2	185	16	0	0	1	86	1	0	2	5	1	4	0	2	16	2	25	0	0		0	0	4	0	4	356
6:45 PM	7	202	25	0	0	2	85	1	0	1	0	0	1	0	1	13	1	22	0	0		0	1	3	0	4	369
7:00 PM	6	203	16	0	1	1	91	1	0	0	1	2	2	0	1	11	1	30	0	0		0	0	11	1	0	379
7:15 PM	11	177	19	0	1	2	84	0	0	1	0	0	1	0	2	12	0	35	0	0		0	0	3	0	2	350
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	86	2409	204	0	8	23	979	9	0	15	21	11	46	1	29	169	20	346	0	1	0	0	8	88	13	31	4517
APPROACH %'s :	3.18%	88.99%	7.54%	0.00%	0.30%	2.24%	95.42%	0.88%	0.00%	1.46%	19.44%	10.19%	42.59%	0.93%	26.85%	31.53%	3.73%	64.55%	0.00%	0.19%	0.00%	0.00%	5.71%	62.86%	9.29%	22.14%	
PEAK HR :	04:45 PM - 05:45 PM																										TOTAL
PEAK HR VOL :	32	864	59	0	2	6	324	2	0	3	7	4	23	0	19	57	6	113	0	1	0	0	5	36	8	12	1583
PEAK HR FACTOR :	0.667	0.915	0.738	0.000	0.500	0.500	0.931	0.500	0.000	0.375	0.583	0.333	0.575	0.000	0.594	0.891	0.750	0.743	0.000	0.250	0.000	0.000	0.625	0.529	0.667	0.750	0.954
			0.938					0.941					0.883					0.790					0.610				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N San Fernando Blvd/ Scott Rd & Amherst Dr
City: Burbank
Control: Signalized

Project ID: 18-05253-101
Date: 4/25/2018

Total

NS/EW Streets:	N San Fernando Blvd/ Scott Rd					N San Fernando Blvd/ Scott Rd					Amherst Dr					Amherst Dr											
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	0	1	0	0	0	1	1	1	0	0	1	1.5	0.5	0	0	1	2.5	0.5	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	6	57	5	0	0	5	118	3	0	0	0	2	4	0	0	10	1	30	0	0		0	0	2	1	2	246
7:15 AM	8	66	6	0	0	8	139	1	0	0	4	3	3	0	1	10	2	29	0	0		0	0	2	0	0	282
7:30 AM	7	75	13	0	0	8	178	3	0	3	2	6	5	0	2	24	2	38	0	4		0	0	5	1	0	376
7:45 AM	7	141	25	1	1	3	191	2	0	3	3	1	8	0	2	15	1	54	0	0		0	1	1	1	3	464
8:00 AM	6	88	7	0	1	7	154	1	0	1	1	3	6	0	2	17	3	28	0	0		0	0	6	1	3	335
8:15 AM	5	69	11	1	1	3	160	3	0	3	1	1	2	0	4	18	0	24	0	0		0	0	6	0	1	313
8:30 AM	9	87	7	2	0	1	138	2	0	2	0	0	3	0	3	19	0	24	0	0		0	0	6	1	3	307
8:45 AM	3	62	13	0	1	3	124	0	0	0	1	0	5	0	1	22	0	9	0	0		0	0	4	0	2	250
9:00 AM	3	76	7	0	2	2	128	3	0	2	0	0	3	0	2	20	2	23	0	0		0	1	4	2	2	282
9:15 AM	3	82	14	1	0	2	101	1	0	1	1	2	4	0	1	24	1	15	0	1		0	0	2	2	3	261
9:30 AM	3	90	4	0	2	0	113	2	0	5	0	0	3	0	1	15	0	22	0	1		0	0	4	3	3	271
9:45 AM	6	80	6	0	1	1	97	0	0	2	0	2	1	0	1	13	0	16	0	0		0	0	2	1	2	231
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	66	973	118	5	9	43	1641	21	0	22	13	20	47	0	20	207	12	312	0	6	0	0	2	44	13	24	3618
APPROACH %'s :	5.64%	83.09%	10.08%	0.43%	0.77%	2.49%	95.02%	1.22%	0.00%	1.27%	13.00%	20.00%	47.00%	0.00%	20.00%	38.55%	2.23%	58.10%	0.00%	1.12%	0.00%	0.00%	2.41%	53.01%	15.66%	28.92%	
PEAK HR :	07:30 AM - 08:30 AM																										TOTAL
PEAK HR VOL :	25	373	56	2	3	21	683	9	0	10	7	11	21	0	10	74	6	144	0	4	0	0	1	18	3	7	1488
PEAK HR FACTOR :	0.893	0.661	0.560	0.500	0.750	0.656	0.894	0.750	0.000	0.833	0.583	0.458	0.656	0.000	0.625	0.771	0.500	0.667	0.000	0.250	0.000	0.000	0.250	0.750	0.750	0.583	0.802
			0.656					0.908					0.817					0.814						0.725			

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	0	1	0	0	0	1	1	1	0	0	1	1.5	0.5	0	0	1	2.5	0.5	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:30 PM	7	190	14	0	0	0	79	4	0	2	4	0	8	0	0	21	0	32	0	1		0	1	8	3	4	378
4:45 PM	7	203	19	0	0	6	74	1	0	1	4	2	11	0	2	9	2	24	0	1		0	0	10	4	3	383
5:00 PM	5	209	10	1	1	3	93	0	0	1	1	2	8	0	3	11	4	38	0	0		0	0	13	1	7	411
5:15 PM	5	234	14	0	1	1	79	0	0	1	1	3	2	0	1	11	0	35	0	0		0	0	10	2	2	402
5:30 PM	3	217	21	0	1	1	89	1	0	2	1	1	4	0	3	22	3	34	0	1		0	0	7	0	0	411
5:45 PM	9	207	20	0	1	5	72	2	0	1	1	1	3	0	1	17	2	30	0	1		0	0	7	1	4	385
6:00 PM	4	203	19	0	0	3	89	1	0	1	5	0	3	0	2	21	4	36	0	1		0	2	9	0	2	405
6:15 PM	7	222	13	0	0	3	104	0	0	0	1	1	1	1	0	12	0	29	0	0		0	0	11	2	3	410
6:30 PM	9	211	18	0	0	3	65	1	0	0	0	2	1	0	2	13	0	32	0	0		0	0	6	2	4	369
6:45 PM	8	204	13	0	0	1	90	1	0	0	0	1	0	0	2	10	0	34	0	0		0	0	13	3	5	385
7:00 PM	7	184	15	0	1	2	64	0	0	0	0	0	7	0	0	20	2	26	0	0		0	0	6	1	1	336
7:15 PM	5	204	13	0	1	3	62	2	0	0	2	0	3	0	0	13	1	31	0	0		0	1	7	0	3	351
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	76	2488	189	1	6	31	960	13	0	9	20	13	51	1	16	180	18	381	0	5	0	0	4	107	19	38	4626
APPROACH %'s :	2.75%	90.14%	6.85%	0.04%	0.22%	3.06%	94.77%	1.28%	0.00%	0.89%	19.80%	12.87%	50.50%	0.99%	15.84%	30.82%	3.08%	65.24%	0.00%	0.86%	0.00%	0.00%	2.38%	63.69%	11.31%	22.62%	
PEAK HR :	05:30 PM - 06:30 PM																										TOTAL
PEAK HR VOL :	23	849	73	0	2	12	354	4	0	4	8	3	11	1	6	72	9	129	0	3	0	0	2	34	3	9	1611
PEAK HR FACTOR :	0.639	0.956	0.869	0.000	0.500	0.600	0.851	0.500	0.000	0.500	0.400	0.750	0.688	0.250	0.500	0.818	0.563	0.896	0.000	0.750	0.000	0.000	0.250	0.773	0.375	0.563	0.980
			0.978					0.874					0.725					0.859						0.750			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N San Fernando Blvd / Scott Rd & Amherst Dr
City: Burbank
Control: Signalized

Project ID: 18-05253-101
Date: 4/26/2018

Total

NS/EW Streets:	N San Fernando Blvd / Scott Rd					N San Fernando Blvd / Scott Rd					Amherst Dr					Amherst Dr											
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	0	1	0	0	0	1	1	1	0	0	1	1.5	0.5	0	0	1	2.5	0.5	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	6	72	4	0	0	3	135	2	0	0	1	1	5	0	0	8	0	29	0	0		0	0	2	1	1	270
7:15 AM	6	59	6	0	0	3	129	2	0	0	3	2	3	0	1	8	0	34	0	0		0	0	2	0	0	258
7:30 AM	5	85	14	0	0	11	180	2	0	2	5	6	4	0	2	20	6	42	0	4		0	0	1	1	0	390
7:45 AM	12	130	14	0	1	7	181	0	0	1	3	2	4	0	2	21	3	59	0	0		0	1	1	1	4	447
8:00 AM	14	119	8	0	1	2	150	1	0	1	4	4	2	0	2	10	2	34	0	0		0	0	3	1	2	360
8:15 AM	5	64	9	0	1	3	141	4	0	3	5	2	3	0	4	14	2	34	0	0		0	0	2	0	1	297
8:30 AM	10	72	5	0	0	2	147	1	0	2	5	0	4	0	3	16	2	29	0	0		0	0	2	1	1	302
8:45 AM	7	70	12	0	1	4	139	4	0	0	4	2	5	0	1	13	2	11	0	0		0	0	1	0	4	280
9:00 AM	8	89	6	0	2	0	107	0	0	2	6	1	5	0	2	20	2	14	0	0		0	1	1	2	2	270
9:15 AM	3	89	12	0	0	2	122	3	0	1	1	0	7	0	1	18	0	18	0	1		0	0	2	2	5	287
9:30 AM	3	64	8	0	1	2	109	2	0	1	4	3	3	0	1	20	1	15	0	1		0	0	4	3	4	249
9:45 AM	9	64	14	0	1	2	85	1	0	2	5	1	1	0	1	16	0	14	0	0		0	0	2	1	1	220
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	88	977	112	0	8	41	1625	22	0	15	46	24	46	0	20	184	20	333	0	6	0	0	2	23	13	25	3630
APPROACH %'s :	7.43%	82.45%	9.45%	0.00%	0.68%	2.41%	95.42%	1.29%	0.00%	0.88%	33.82%	17.65%	33.82%	0.00%	14.71%	33.89%	3.68%	61.33%	0.00%	1.10%	0.00%	0.00%	3.17%	36.51%	20.63%	39.68%	
PEAK HR :	07:30 AM - 08:30 AM																										TOTAL
PEAK HR VOL :	36	398	45	0	3	23	652	7	0	7	17	14	13	0	10	65	13	169	0	4	0	0	1	7	3	7	1494
PEAK HR FACTOR :	0.643	0.765	0.804	0.000	0.750	0.523	0.901	0.438	0.000	0.583	0.850	0.583	0.813	0.000	0.625	0.774	0.542	0.716	0.000	0.250	0.000	0.000	0.250	0.583	0.750	0.438	0.836
			0.768					0.883					0.794					0.756						0.643			

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	0	1	0	0	0	1	1	1	0	0	1	1.5	0.5	0	0	1	2.5	0.5	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:30 PM	7	146	21	0	0	1	58	6	0	3	15	1	3	0	3	25	4	33	0	1		0	0	3	1	3	334
4:45 PM	6	187	15	0	1	6	79	1	0	1	5	1	6	0	1	12	0	25	0	1		0	3	6	3	3	362
5:00 PM	8	214	11	0	1	1	84	2	0	2	16	10	5	0	3	16	5	31	0	1		0	1	10	4	3	428
5:15 PM	5	187	19	0	1	6	87	1	0	2	11	1	2	0	1	16	2	51	0	1		0	0	14	2	5	414
5:30 PM	9	232	23	0	0	1	106	1	0	1	5	2	3	0	1	9	0	43	0	1		0	0	11	1	1	450
5:45 PM	2	201	13	0	0	2	94	1	0	1	10	2	8	0	2	9	0	31	0	0		0	0	6	0	1	383
6:00 PM	8	214	13	0	1	4	79	0	0	1	8	1	6	0	3	20	2	42	0	1		0	2	7	1	4	417
6:15 PM	5	179	15	0	0	3	85	0	0	1	12	5	1	0	2	17	1	27	0	1		0	1	5	2	3	365
6:30 PM	5	203	6	0	2	3	82	1	0	0	7	2	1	0	4	14	0	42	0	0		0	2	8	0	0	382
6:45 PM	7	185	15	0	0	2	86	1	0	0	8	1	2	0	3	10	3	24	0	0		0	2	4	0	2	355
7:00 PM	8	180	13	0	0	2	89	0	0	0	6	2	5	0	2	11	2	30	0	0		0	0	2	2	0	354
7:15 PM	7	229	16	0	0	2	68	1	0	2	8	5	2	0	1	12	1	38	0	1		1	1	1	1	2	399
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	77	2357	180	0	6	33	997	15	0	14	111	33	44	0	26	171	20	417	0	8	0	1	12	77	17	27	4643
APPROACH %'s :	2.94%	89.96%	6.87%	0.00%	0.23%	3.12%	94.15%	1.42%	0.00%	1.32%	51.87%	15.42%	20.56%	0.00%	12.15%	27.76%	3.25%	67.69%	0.00%	1.30%	0.00%	0.75%	8.96%	57.46%	12.69%	20.15%	
PEAK HR :	05:00 PM - 06:00 PM																										TOTAL
PEAK HR VOL :	24	834	66	0	2	10	371	5	0	6	42	15	18	0	7	50	7	156	0	3	0	0	1	41	7	10	1675
PEAK HR FACTOR :	0.667	0.899	0.717	0.000	0.500	0.417	0.875	0.625	0.000	0.750	0.656	0.375	0.563	0.000	0.583	0.781	0.350	0.765	0.000	0.750	0.000	0.000	0.250	0.732	0.438	0.500	0.931
			0.877					0.899					0.603					0.771						0.702			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Glenoaks Blvd & Delaware Rd
City: Burbank
Control: Signalized

Project ID: 18-05253-003
Date: 4/24/2018

Total

NS/EW Streets:	Glenoaks Blvd				Glenoaks Blvd				Delaware Rd				Delaware Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	30	76	0	0	0	183	25	0	7	10	32	0	2	8	0	0	373
7:15 AM	10	106	1	0	0	246	25	0	7	4	14	0	5	16	0	0	434
7:30 AM	18	117	2	0	2	283	18	0	13	16	34	0	9	24	0	0	536
7:45 AM	25	162	1	0	0	245	20	0	27	13	25	0	4	27	2	0	551
8:00 AM	18	112	1	0	0	227	23	0	10	12	14	0	2	10	1	0	430
8:15 AM	22	129	0	0	1	302	17	0	9	3	19	0	1	13	1	0	517
8:30 AM	25	99	1	0	1	290	29	0	15	7	17	0	1	7	1	0	493
8:45 AM	24	123	2	0	0	275	23	0	8	4	15	0	1	5	2	0	482
9:00 AM	29	105	1	0	1	209	33	0	10	5	13	0	4	10	0	0	420
9:15 AM	24	108	2	0	0	225	22	0	13	10	16	0	1	12	1	0	434
9:30 AM	37	118	1	0	0	157	17	0	10	9	17	0	0	9	0	0	375
9:45 AM	27	104	0	0	0	196	26	0	11	7	20	0	0	8	0	0	399
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	289	1359	12	0	5	2838	278	0	140	100	236	0	30	149	8	0	5444
APPROACH %'s :	17.41%	81.87%	0.72%	0.00%	0.16%	90.93%	8.91%	0.00%	29.41%	21.01%	49.58%	0.00%	16.04%	79.68%	4.28%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	83	520	4	0	3	1057	78	0	59	44	92	0	16	74	4	0	2034
PEAK HR FACTOR :	0.830	0.802	0.500	0.000	0.375	0.875	0.848	0.000	0.546	0.688	0.676	0.000	0.444	0.685	0.500	0.000	0.923
	0.807				0.889				0.750				0.712				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	35	199	1	0	0	209	22	0	37	10	36	0	2	5	1	0	557
4:45 PM	36	224	1	0	0	194	27	0	38	29	24	0	2	8	1	0	584
5:00 PM	46	231	1	0	2	212	35	0	37	16	27	0	4	11	0	0	622
5:15 PM	48	241	2	0	1	226	25	0	32	20	31	1	1	8	0	0	636
5:30 PM	48	250	2	0	3	214	40	0	34	14	28	0	2	11	0	0	646
5:45 PM	29	224	1	0	3	226	31	0	35	19	41	0	1	5	1	0	616
6:00 PM	41	240	1	0	1	228	24	0	37	20	37	0	2	11	1	0	643
6:15 PM	28	211	1	0	2	193	31	0	31	19	36	0	4	11	0	0	567
6:30 PM	44	197	1	0	0	177	24	0	28	21	35	0	3	10	1	0	541
6:45 PM	43	176	2	0	1	198	29	0	21	12	41	0	1	6	0	0	530
7:00 PM	32	190	3	0	0	175	26	0	39	24	29	0	0	11	0	0	529
7:15 PM	35	155	1	0	1	144	24	0	39	12	28	0	4	7	2	0	452
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	465	2538	17	0	14	2396	338	0	408	216	393	1	26	104	7	0	6923
APPROACH %'s :	15.40%	84.04%	0.56%	0.00%	0.51%	87.19%	12.30%	0.00%	40.08%	21.22%	38.61%	0.10%	18.98%	75.91%	5.11%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	166	955	6	0	8	894	120	0	138	73	137	1	6	35	2	0	2541
PEAK HR FACTOR :	0.865	0.955	0.750	0.000	0.667	0.980	0.750	0.000	0.932	0.913	0.835	0.250	0.750	0.795	0.500	0.000	0.983
	0.939				0.983				0.918				0.768				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Glenoaks Blvd & Delaware Rd
City: Burbank
Control: Signalized

Project ID: 18-05253-003
Date: 4/25/2018

Total

NS/EW Streets:	Glenoaks Blvd				Glenoaks Blvd				Delaware Rd				Delaware Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	100	0	0	2	222	28	0	10	6	23	0	3	11	1	0	426
7:15 AM	17	101	0	0	0	301	22	0	12	6	22	0	2	14	1	0	498
7:30 AM	28	158	4	0	3	328	28	0	15	28	32	0	9	29	1	0	663
7:45 AM	34	218	3	0	2	366	29	0	23	21	44	0	10	40	1	0	791
8:00 AM	23	149	1	0	1	297	20	0	15	9	20	0	0	9	0	0	544
8:15 AM	25	152	0	0	1	345	23	0	10	5	14	0	5	13	2	0	595
8:30 AM	23	139	1	0	1	334	29	1	10	8	10	0	7	12	0	0	575
8:45 AM	26	119	2	0	3	350	34	0	10	7	15	0	1	14	0	0	581
9:00 AM	39	110	2	0	0	293	30	0	14	6	17	0	5	11	0	0	527
9:15 AM	27	109	1	0	0	302	29	0	10	4	12	0	2	11	2	0	509
9:30 AM	29	111	0	0	0	241	17	0	16	7	14	0	4	11	1	0	451
9:45 AM	21	114	3	0	0	243	20	0	10	3	13	0	2	16	0	0	445
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	312	1580	17	0	13	3622	309	1	155	110	236	0	50	191	9	0	6605
APPROACH %'s :	16.34%	82.77%	0.89%	0.00%	0.33%	91.81%	7.83%	0.03%	30.94%	21.96%	47.11%	0.00%	20.00%	76.40%	3.60%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	110	677	8	0	7	1336	100	0	63	63	110	0	24	91	4	0	2593
PEAK HR FACTOR :	0.809	0.776	0.500	0.000	0.583	0.913	0.862	0.000	0.685	0.563	0.625	0.000	0.600	0.569	0.500	0.000	0.820
		0.779				0.909				0.670				0.583			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	37	230	1	0	2	191	30	0	31	10	33	0	1	11	3	0	580
4:45 PM	30	260	3	0	2	243	25	0	30	20	25	0	5	12	0	0	655
5:00 PM	32	254	0	0	2	235	27	0	40	17	49	0	0	7	0	0	663
5:15 PM	45	257	2	0	2	258	26	0	28	14	42	0	3	11	1	0	689
5:30 PM	24	261	0	0	2	235	36	0	67	15	53	0	5	7	0	0	705
5:45 PM	32	256	3	0	3	222	24	0	48	15	39	0	1	12	2	0	657
6:00 PM	39	278	6	0	1	246	36	0	38	19	34	0	6	9	0	0	712
6:15 PM	41	221	1	0	3	198	34	0	31	25	39	0	2	7	0	0	602
6:30 PM	35	258	1	0	0	206	22	0	42	18	42	0	1	9	2	0	636
6:45 PM	28	206	4	0	2	202	23	0	36	13	38	0	2	6	0	0	560
7:00 PM	41	203	1	1	1	166	33	0	46	16	24	0	0	7	0	0	539
7:15 PM	32	167	1	0	2	167	27	1	41	11	15	0	5	7	0	0	476
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	416	2851	23	1	22	2569	343	1	478	193	433	0	31	105	8	0	7474
APPROACH %'s :	12.64%	86.63%	0.70%	0.03%	0.75%	87.53%	11.69%	0.03%	43.30%	17.48%	39.22%	0.00%	21.53%	72.92%	5.56%	0.00%	
PEAK HR :	**05:15 PM - 06:15 PM**																TOTAL
PEAK HR VOL :	140	1052	11	0	8	961	122	0	181	63	168	0	15	39	3	0	2763
PEAK HR FACTOR :	0.778	0.946	0.458	0.000	0.667	0.931	0.847	0.000	0.675	0.829	0.792	0.000	0.625	0.813	0.375	0.000	0.970
		0.931				0.954				0.763				0.950			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Glenoaks Blvd & Delaware Rd
City: Burbank
Control: Signalized

Project ID: 18-05253-003
Date: 4/26/2018

Total

NS/EW Streets:	Glenoaks Blvd				Glenoaks Blvd				Delaware Rd				Delaware Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	76	0	0	1	229	31	0	24	12	29	0	3	9	0	0	434
7:15 AM	11	120	0	0	1	287	27	0	16	8	24	0	1	13	0	0	508
7:30 AM	25	158	1	0	6	362	36	0	24	33	42	0	6	26	2	0	721
7:45 AM	24	228	5	0	4	341	33	0	38	25	52	0	13	33	4	0	800
8:00 AM	26	134	3	0	1	346	35	0	25	13	11	0	2	10	1	0	607
8:15 AM	35	155	0	0	1	343	37	0	18	8	17	0	5	8	1	0	628
8:30 AM	23	127	0	0	0	374	48	0	20	8	14	0	3	5	0	0	622
8:45 AM	32	110	2	0	0	325	33	0	13	5	27	0	3	11	0	0	561
9:00 AM	34	126	6	0	2	238	39	0	23	9	13	0	3	9	0	0	502
9:15 AM	24	127	0	0	0	241	40	0	24	7	11	0	2	11	1	0	488
9:30 AM	19	121	1	0	0	226	35	0	14	4	15	0	2	11	0	0	448
9:45 AM	36	110	0	0	1	253	48	0	28	5	26	0	3	13	0	0	523
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	309	1592	18	0	17	3565	442	0	267	137	281	0	46	159	9	0	6842
APPROACH %'s :	16.10%	82.96%	0.94%	0.00%	0.42%	88.59%	10.98%	0.00%	38.98%	20.00%	41.02%	0.00%	21.50%	74.30%	4.21%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	110	675	9	0	12	1392	141	0	105	79	122	0	26	77	8	0	2756
PEAK HR FACTOR :	0.786	0.740	0.450	0.000	0.500	0.961	0.953	0.000	0.691	0.598	0.587	0.000	0.500	0.583	0.500	0.000	0.861
	0.772				0.956				0.665				0.555				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	35	255	3	0	3	204	17	0	42	11	30	0	0	11	4	0	615
4:45 PM	32	250	0	0	1	199	34	0	44	22	31	0	4	11	0	0	628
5:00 PM	35	258	3	0	3	247	24	0	45	13	33	0	0	9	0	0	670
5:15 PM	34	289	1	1	3	252	32	0	35	15	37	0	3	10	0	0	712
5:30 PM	39	307	4	0	1	249	36	0	52	15	35	0	2	10	0	0	750
5:45 PM	43	277	1	0	1	251	22	0	50	20	42	0	2	8	1	0	718
6:00 PM	34	257	4	0	1	252	39	0	50	18	49	0	2	18	1	0	725
6:15 PM	39	259	2	0	2	266	24	0	40	12	31	0	5	13	1	0	694
6:30 PM	28	229	4	0	0	216	43	0	39	19	31	0	2	10	0	0	621
6:45 PM	39	216	5	0	0	185	24	0	32	14	26	0	4	4	0	0	549
7:00 PM	30	211	5	0	1	169	21	0	40	13	29	0	2	9	2	0	532
7:15 PM	31	218	2	0	2	170	34	0	50	16	28	0	1	10	0	0	562
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	419	3026	34	1	18	2660	350	0	519	188	402	0	27	123	9	0	7776
APPROACH %'s :	12.04%	86.95%	0.98%	0.03%	0.59%	87.85%	11.56%	0.00%	46.80%	16.95%	36.25%	0.00%	16.98%	77.36%	5.66%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	150	1130	10	1	6	1004	129	0	187	68	163	0	9	46	2	0	2905
PEAK HR FACTOR :	0.872	0.920	0.625	0.250	0.500	0.996	0.827	0.000	0.899	0.850	0.832	0.000	0.750	0.639	0.500	0.000	0.968
	0.922				0.975				0.893				0.679				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 3rd St & Delaware Rd
City: Burbank
Control: 4-Way Stop

Project ID: 17-05689-004
Date: 10/17/2017

Total

NS/EW Streets:	N 3rd St				N 3rd St				Delaware Rd				Delaware Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	24	26	16	0	2	14	3	0	0	12	8	0	25	18	0	0	148
7:15 AM	12	10	15	0	2	29	2	0	0	22	4	0	23	28	1	0	148
7:30 AM	29	38	35	0	1	33	12	0	1	39	15	0	16	40	1	0	260
7:45 AM	45	51	64	0	1	61	5	0	2	37	18	0	20	46	2	0	352
8:00 AM	20	23	23	1	2	35	5	0	2	22	6	0	28	45	3	0	215
8:15 AM	9	11	8	0	5	29	2	0	0	19	7	0	36	44	1	0	171
8:30 AM	6	9	11	0	3	26	9	0	0	16	5	0	31	31	2	0	149
8:45 AM	4	11	5	0	0	29	1	0	1	17	4	0	22	43	4	0	141
9:00 AM	10	9	17	0	2	33	3	0	3	15	4	0	27	36	2	0	161
9:15 AM	14	17	12	0	0	18	4	0	0	28	10	0	28	27	0	0	158
9:30 AM	9	14	9	0	2	25	2	0	0	22	9	0	21	40	0	0	153
9:45 AM	8	14	10	0	1	20	5	0	1	17	7	0	24	39	1	0	147
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	190	233	225	1	21	352	53	0	10	266	97	0	301	437	17	0	2203
APPROACH %'s :	29.28%	35.90%	34.67%	0.15%	4.93%	82.63%	12.44%	0.00%	2.68%	71.31%	26.01%	0.00%	39.87%	57.88%	2.25%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	103	123	130	1	9	158	24	0	5	117	46	0	100	175	7	0	998
PEAK HR FACTOR :	0.572	0.603	0.508	0.250	0.450	0.648	0.500	0.000	0.625	0.750	0.639	0.000	0.694	0.951	0.583	0.000	0.709
	0.558				0.713				0.737				0.870				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	33	45	55	0	5	29	9	0	4	44	9	0	23	47	2	0	305
4:45 PM	21	47	45	0	7	24	3	0	7	42	12	0	18	48	1	0	275
5:00 PM	28	49	46	0	3	25	7	0	3	43	21	0	16	54	2	0	297
5:15 PM	36	58	41	0	5	26	5	0	4	44	16	0	16	36	1	0	288
5:30 PM	41	46	43	0	3	36	12	0	1	42	13	0	19	42	6	0	304
5:45 PM	29	47	41	0	4	23	3	0	1	47	10	0	15	42	0	0	262
6:00 PM	37	65	63	0	5	41	6	0	6	42	18	0	30	48	1	0	362
6:15 PM	39	55	50	1	4	19	4	0	2	53	15	0	22	56	3	0	323
6:30 PM	38	42	50	0	7	23	4	0	2	48	18	0	19	46	7	0	304
6:45 PM	40	46	40	0	4	19	4	0	2	56	16	0	30	41	1	0	299
7:00 PM	34	46	37	0	8	27	3	0	7	44	9	0	27	47	2	0	291
7:15 PM	18	37	31	0	2	19	3	0	3	39	17	0	21	38	0	0	228
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	394	583	542	1	57	311	63	0	42	544	174	0	256	545	26	0	3538
APPROACH %'s :	25.92%	38.36%	35.66%	0.07%	13.23%	72.16%	14.62%	0.00%	5.53%	71.58%	22.89%	0.00%	30.96%	65.90%	3.14%	0.00%	
PEAK HR :	06:00 PM - 07:00 PM																TOTAL
PEAK HR VOL :	154	208	203	1	20	102	18	0	12	199	67	0	101	191	12	0	1288
PEAK HR FACTOR :	0.963	0.800	0.806	0.250	0.714	0.622	0.750	0.000	0.500	0.888	0.931	0.000	0.842	0.853	0.429	0.000	0.890
	0.858				0.673				0.939				0.938				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 3rd St & Delaware Rd
City: Burbank
Control: 4-Way Stop

Project ID: 17-05689-004
Date: 10/18/2017

Total

NS/EW Streets:	N 3rd St				N 3rd St				Delaware Rd				Delaware Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	17	22	0	1	18	2	0	0	16	9	0	31	18	0	0	152
7:15 AM	9	10	18	0	0	15	8	0	0	20	7	0	28	26	0	0	141
7:30 AM	32	33	50	0	5	30	7	0	3	41	12	0	19	33	2	0	267
7:45 AM	46	50	73	0	6	60	15	0	4	36	35	0	31	47	3	0	406
8:00 AM	21	21	24	1	1	31	7	0	2	20	10	0	33	43	0	0	214
8:15 AM	17	7	6	0	2	17	1	0	1	15	8	0	24	43	0	0	141
8:30 AM	12	13	9	0	3	22	4	0	1	13	5	0	26	40	2	0	150
8:45 AM	10	8	11	0	0	30	6	0	0	20	6	0	18	23	3	0	135
9:00 AM	6	15	8	0	3	29	2	0	1	19	4	0	33	36	1	0	157
9:15 AM	9	18	9	0	2	26	4	0	0	19	6	0	26	43	0	0	162
9:30 AM	9	13	14	0	0	29	6	0	0	19	10	0	19	45	1	0	165
9:45 AM	19	7	17	0	2	21	4	0	0	17	9	0	21	34	0	0	151
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	208	212	261	1	25	328	66	0	12	255	121	0	309	431	12	0	2241
APPROACH %'s :	30.50%	31.09%	38.27%	0.15%	5.97%	78.28%	15.75%	0.00%	3.09%	65.72%	31.19%	0.00%	41.09%	57.31%	1.60%	0.00%	
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	108	114	165	1	12	136	37	0	9	117	64	0	111	149	5	0	1028
PEAK HR FACTOR :	0.587	0.570	0.565	0.250	0.500	0.567	0.617	0.000	0.563	0.713	0.457	0.000	0.841	0.793	0.417	0.000	0.633
	0.574				0.571				0.633				0.818				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	40	46	49	0	7	32	3	0	3	49	9	0	25	42	2	0	307
4:45 PM	28	40	53	0	8	28	4	0	11	47	11	0	22	40	0	0	292
5:00 PM	39	48	40	1	9	17	7	0	11	53	16	0	21	45	3	0	310
5:15 PM	40	59	44	0	15	22	9	0	3	54	7	0	22	34	3	0	312
5:30 PM	30	46	39	1	4	20	9	0	5	49	14	0	16	41	2	0	276
5:45 PM	31	53	41	0	3	23	1	0	6	48	11	0	20	56	4	0	297
6:00 PM	45	42	54	0	2	25	6	1	6	43	18	0	23	54	2	0	321
6:15 PM	30	50	42	0	7	23	10	0	2	45	12	0	22	54	2	0	299
6:30 PM	33	46	35	0	4	27	5	0	4	53	11	0	27	43	1	0	289
6:45 PM	23	50	45	0	3	17	7	0	2	32	12	0	20	46	3	0	260
7:00 PM	31	31	22	0	4	23	8	0	8	43	12	0	13	57	4	0	256
7:15 PM	32	35	40	1	8	16	5	0	7	38	10	0	17	53	2	0	264
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	402	546	504	3	74	273	74	1	68	554	143	0	248	565	28	0	3483
APPROACH %'s :	27.63%	37.53%	34.64%	0.21%	17.54%	64.69%	17.54%	0.24%	8.89%	72.42%	18.69%	0.00%	29.49%	67.18%	3.33%	0.00%	
PEAK HR :	**04:30 PM - 05:30 PM**																TOTAL
PEAK HR VOL :	147	193	186	1	39	99	23	0	28	203	43	0	90	161	8	0	1221
PEAK HR FACTOR :	0.919	0.818	0.877	0.250	0.650	0.773	0.639	0.000	0.636	0.940	0.672	0.000	0.900	0.894	0.667	0.000	0.978
	0.921				0.875				0.856				0.938				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N San Fernando Blvd & Delaware Rd
City: Burbank
Control: Signalized

Project ID: 18-05253-002
Date: 4/24/2018

Total

NS/EW Streets:	N San Fernando Blvd				N San Fernando Blvd				Delaware Rd				Delaware Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	58	27	0	7	162	3	0	2	3	4	0	14	1	7	0	291
7:15 AM	7	84	41	0	13	197	3	0	7	6	6	0	34	4	23	0	425
7:30 AM	4	121	29	0	11	173	5	0	1	0	2	0	37	10	16	0	409
7:45 AM	2	91	15	0	8	162	8	0	6	5	6	0	17	7	8	0	335
8:00 AM	1	101	18	0	8	153	7	1	4	5	3	0	22	7	14	0	344
8:15 AM	2	95	21	0	6	138	3	0	6	9	5	0	24	9	11	0	329
8:30 AM	3	94	15	0	8	156	8	0	3	7	5	0	17	7	12	0	335
8:45 AM	6	97	14	0	7	135	6	0	5	9	7	0	24	17	5	0	332
9:00 AM	3	123	17	0	6	142	7	0	7	12	3	0	21	10	7	0	358
9:15 AM	5	93	14	0	5	100	8	0	4	12	7	0	20	15	12	0	295
9:30 AM	7	123	20	2	4	115	4	0	6	14	8	0	30	10	14	0	357
9:45 AM	8	119	29	0	7	125	6	0	6	14	9	0	20	13	15	0	371
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	51	1199	260	2	90	1758	68	1	57	96	65	0	280	110	144	0	4181
APPROACH %'s :	3.37%	79.30%	17.20%	0.13%	4.69%	91.71%	3.55%	0.05%	26.15%	44.04%	29.82%	0.00%	52.43%	20.60%	26.97%	0.00%	
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	14	397	103	0	40	685	23	1	18	16	17	0	110	28	61	0	1513
PEAK HR FACTOR :	0.500	0.820	0.628	0.000	0.769	0.869	0.719	0.250	0.643	0.667	0.708	0.000	0.743	0.700	0.663	0.000	0.890
	0.834				0.879				0.671				0.790				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	6	234	30	0	12	111	7	0	21	16	7	0	22	16	29	0	511
4:45 PM	11	228	37	0	9	92	10	0	20	13	4	0	37	17	32	0	510
5:00 PM	10	227	38	1	10	108	10	0	14	12	9	0	19	28	23	0	509
5:15 PM	17	212	23	0	12	80	12	1	20	14	6	0	38	17	33	0	485
5:30 PM	8	222	46	0	10	108	4	0	17	18	1	0	22	15	24	0	495
5:45 PM	10	244	37	0	10	97	5	0	19	16	5	0	27	19	25	0	514
6:00 PM	12	214	40	0	18	75	11	0	11	16	4	0	22	15	16	0	454
6:15 PM	11	191	25	0	7	93	8	0	16	15	1	0	21	27	24	0	439
6:30 PM	12	226	20	2	9	88	10	0	18	22	9	0	22	18	12	0	468
6:45 PM	14	185	30	0	10	93	12	0	20	14	6	0	19	9	23	0	435
7:00 PM	10	221	39	0	3	93	9	0	13	18	8	0	22	13	19	0	468
7:15 PM	11	186	27	1	3	71	15	0	17	11	6	0	28	20	21	0	417
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	132	2590	392	4	113	1109	113	1	206	185	66	0	299	214	281	0	5705
APPROACH %'s :	4.23%	83.07%	12.57%	0.13%	8.46%	83.01%	8.46%	0.07%	45.08%	40.48%	14.44%	0.00%	37.66%	26.95%	35.39%	0.00%	
PEAK HR :	**04:30 PM - 05:30 PM**																TOTAL
PEAK HR VOL :	44	901	128	1	43	391	39	1	75	55	26	0	116	78	117	0	2015
PEAK HR FACTOR :	0.647	0.963	0.842	0.250	0.896	0.881	0.813	0.250	0.893	0.859	0.722	0.000	0.763	0.696	0.886	0.000	0.986
	0.973				0.912				0.886				0.884				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N San Fernando Blvd & Delaware Rd
City: Burbank
Control: Signalized

Project ID: 18-05253-002
Date: 4/25/2018

Total

NS/EW Streets:	N San Fernando Blvd				N San Fernando Blvd				Delaware Rd				Delaware Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	87	25	0	3	150	5	0	3	3	1	0	30	1	10	0	320
7:15 AM	2	101	51	0	14	222	8	0	6	1	3	0	54	6	24	0	492
7:30 AM	5	156	24	0	11	202	6	0	6	1	5	0	54	12	21	0	503
7:45 AM	4	87	15	0	9	186	3	0	6	3	3	0	26	8	16	0	366
8:00 AM	5	103	15	0	7	185	5	0	8	0	7	0	16	9	14	0	374
8:15 AM	3	108	20	0	3	151	9	0	4	5	4	0	26	14	9	0	356
8:30 AM	7	95	16	0	7	152	7	0	4	6	7	0	25	7	8	0	341
8:45 AM	5	105	11	0	1	126	5	0	6	10	6	0	31	23	12	0	341
9:00 AM	8	106	20	0	8	143	6	0	7	5	8	0	24	9	11	0	355
9:15 AM	4	84	19	0	7	112	7	0	6	10	10	0	28	10	11	0	308
9:30 AM	10	115	18	1	4	109	8	0	6	11	6	0	13	16	10	0	327
9:45 AM	6	109	12	0	3	122	8	0	8	15	5	0	19	20	9	0	336
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	61	1256	246	1	77	1860	77	0	70	70	65	0	346	135	155	0	4419
APPROACH %'s :	3.90%	80.31%	15.73%	0.06%	3.82%	92.35%	3.82%	0.00%	34.15%	34.15%	31.71%	0.00%	54.40%	21.23%	24.37%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	16	447	105	0	41	795	22	0	26	5	18	0	150	35	75	0	1735
PEAK HR FACTOR :	0.800	0.716	0.515	0.000	0.732	0.895	0.688	0.000	0.813	0.417	0.643	0.000	0.694	0.729	0.781	0.000	0.862
	0.768				0.879				0.817				0.747				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	13	222	27	0	7	106	10	0	13	23	7	0	30	20	20	0	498
4:45 PM	12	202	42	0	8	111	9	0	25	22	9	0	34	14	25	0	513
5:00 PM	20	258	32	0	10	99	8	0	9	17	6	0	20	20	28	0	527
5:15 PM	17	221	36	0	11	104	11	0	11	25	10	0	30	25	15	0	516
5:30 PM	19	236	42	1	6	99	9	0	23	19	6	0	31	25	23	0	539
5:45 PM	11	234	23	2	14	110	11	0	9	24	7	0	36	23	18	0	522
6:00 PM	26	238	34	0	11	109	14	0	24	19	6	0	27	17	22	0	547
6:15 PM	10	212	28	0	11	71	7	0	21	24	10	0	21	24	16	0	455
6:30 PM	16	224	30	0	12	100	11	0	22	20	9	0	18	12	18	0	492
6:45 PM	15	200	41	2	9	73	11	0	20	20	5	0	23	17	22	0	458
7:00 PM	7	175	29	0	8	83	7	0	25	13	7	0	26	18	25	0	423
7:15 PM	11	197	27	0	6	95	6	0	14	19	5	0	26	15	20	0	441
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	177	2619	391	5	113	1160	114	0	216	245	87	0	322	230	252	0	5931
APPROACH %'s :	5.55%	82.05%	12.25%	0.16%	8.15%	83.63%	8.22%	0.00%	39.42%	44.71%	15.88%	0.00%	40.05%	28.61%	31.34%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	73	929	135	3	42	422	45	0	67	87	29	0	124	90	78	0	2124
PEAK HR FACTOR :	0.702	0.976	0.804	0.375	0.750	0.959	0.804	0.000	0.698	0.870	0.725	0.000	0.861	0.900	0.848	0.000	0.971
	0.956				0.943				0.934				0.924				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N San Fernando Blvd & Delaware Rd
City: Burbank
Control: Signalized

Project ID: 18-05253-002
Date: 4/26/2018

Total

NS/EW Streets:	N San Fernando Blvd				N San Fernando Blvd				Delaware Rd				Delaware Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	87	29	0	6	150	2	0	1	6	4	0	22	3	11	0	324
7:15 AM	4	120	46	0	12	203	4	0	2	6	3	0	38	2	20	0	460
7:30 AM	11	131	33	0	13	173	4	0	6	15	14	0	45	14	22	0	481
7:45 AM	10	114	20	0	4	180	8	0	7	4	10	0	32	9	12	0	410
8:00 AM	6	121	19	0	7	160	8	0	3	7	0	0	24	7	6	0	368
8:15 AM	6	111	8	1	7	172	6	0	11	5	5	0	22	14	6	0	374
8:30 AM	2	95	19	0	7	141	4	0	1	12	2	0	22	7	12	0	324
8:45 AM	10	118	23	0	7	126	14	0	7	5	4	0	27	3	8	0	352
9:00 AM	5	98	17	0	6	140	3	0	3	6	4	0	19	8	4	0	313
9:15 AM	5	103	16	0	9	117	11	0	6	8	4	0	12	13	6	0	310
9:30 AM	4	85	24	0	6	107	8	0	10	4	4	0	24	9	9	0	294
9:45 AM	5	101	13	0	4	99	13	0	8	12	8	0	24	20	18	0	325
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	71	1284	267	1	88	1768	85	0	65	90	62	0	311	109	134	0	4335
APPROACH %'s :	4.37%	79.11%	16.45%	0.06%	4.53%	91.09%	4.38%	0.00%	29.95%	41.47%	28.57%	0.00%	56.14%	19.68%	24.19%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	31	486	118	0	36	716	24	0	18	32	27	0	139	32	60	0	1719
PEAK HR FACTOR :	0.705	0.927	0.641	0.000	0.692	0.882	0.750	0.000	0.643	0.533	0.482	0.000	0.772	0.571	0.682	0.000	0.893
	0.907				0.886				0.550				0.713				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	14	210	32	0	17	107	5	0	12	11	7	0	23	11	22	0	471
4:45 PM	9	230	45	0	14	98	11	0	15	14	4	0	27	22	34	0	523
5:00 PM	11	235	30	0	11	93	6	0	11	17	9	0	17	9	21	0	470
5:15 PM	14	238	41	0	15	105	13	0	19	10	7	0	26	24	17	0	529
5:30 PM	7	257	38	0	11	81	11	0	19	19	2	0	21	20	21	0	507
5:45 PM	10	238	46	1	8	102	6	0	23	18	9	0	36	18	23	1	539
6:00 PM	20	190	26	0	11	94	9	0	15	16	8	0	22	15	29	0	455
6:15 PM	9	244	41	0	17	91	10	0	16	18	4	0	45	13	23	0	531
6:30 PM	14	198	31	2	9	93	9	0	20	17	7	0	38	19	26	0	483
6:45 PM	8	194	35	1	9	105	19	0	23	13	4	0	23	14	22	0	470
7:00 PM	7	208	37	2	13	79	4	0	19	26	4	0	27	14	26	0	466
7:15 PM	6	192	24	0	11	96	10	0	10	6	10	0	33	14	23	0	435
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	129	2634	426	6	146	1144	113	0	202	185	75	0	338	193	287	1	5879
APPROACH %'s :	4.04%	82.44%	13.33%	0.19%	10.41%	81.54%	8.05%	0.00%	43.72%	40.04%	16.23%	0.00%	41.27%	23.57%	35.04%	0.12%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	42	968	155	1	45	381	36	0	72	64	27	0	100	71	82	1	2045
PEAK HR FACTOR :	0.750	0.942	0.842	0.250	0.750	0.907	0.692	0.000	0.783	0.842	0.750	0.000	0.694	0.740	0.891	0.250	0.949
	0.965				0.868				0.815				0.814				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 3rd St & E Burbank Blvd
City: Burbank
Control: Signalized

Project ID: 17-05689-005
Date: 10/17/2017

Total

NS/EW Streets:	N 3rd St				N 3rd St				E Burbank Blvd				E Burbank Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	1	0	2	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	49	40	0	0	0	18	34	0	18	0	42	0	0	0	0	0	201
7:15 AM	59	25	0	0	0	18	40	0	29	0	55	0	0	0	0	0	226
7:30 AM	105	65	0	0	0	30	42	0	66	0	98	0	0	0	0	0	406
7:45 AM	119	97	0	0	0	46	62	0	73	0	116	0	0	0	0	0	513
8:00 AM	87	43	0	0	0	37	41	0	22	0	101	0	0	0	0	0	331
8:15 AM	52	27	0	0	0	26	48	0	10	0	121	0	0	0	0	0	284
8:30 AM	78	15	0	0	0	27	40	0	12	0	95	0	0	0	0	0	267
8:45 AM	58	23	0	0	0	23	29	0	5	0	101	0	0	0	0	0	239
9:00 AM	74	32	0	0	0	35	33	0	10	0	103	0	0	0	0	0	287
9:15 AM	65	31	0	0	0	23	38	0	11	0	94	0	0	0	0	0	262
9:30 AM	57	26	0	0	0	25	37	0	8	0	91	0	0	0	0	0	244
9:45 AM	70	29	0	0	0	23	31	0	12	0	94	1	0	0	0	0	260
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	873	453	0	0	0	331	475	0	276	0	1111	1	0	0	0	0	3520
APPROACH %'s :	65.84%	34.16%	0.00%	0.00%	0.00%	41.07%	58.93%	0.00%	19.88%	0.00%	80.04%	0.07%					
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	363	232	0	0	0	139	193	0	171	0	436	0	0	0	0	0	1534
PEAK HR FACTOR :	0.763	0.598	0.000	0.000	0.000	0.755	0.778	0.000	0.586	0.000	0.901	0.000	0.000	0.000	0.000	0.000	0.748
	0.689				0.769				0.803								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	1	0	2	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	94	103	0	0	0	36	35	0	40	0	118	0	0	0	0	0	426
4:45 PM	88	81	0	0	0	44	24	0	37	0	132	0	0	0	0	0	406
5:00 PM	95	94	0	0	0	58	27	0	38	0	146	0	0	0	0	0	458
5:15 PM	107	99	0	0	0	46	33	0	45	0	137	0	0	0	0	0	467
5:30 PM	90	93	0	0	0	50	35	0	40	0	133	2	0	0	0	0	443
5:45 PM	89	108	0	0	0	24	31	0	44	0	176	0	0	0	0	0	472
6:00 PM	91	120	0	0	0	53	49	0	50	0	145	0	0	0	0	0	508
6:15 PM	96	108	0	0	0	39	27	0	45	0	165	0	0	0	0	0	480
6:30 PM	108	86	0	0	0	47	26	0	50	0	172	0	0	0	0	0	489
6:45 PM	80	93	0	0	0	48	29	0	41	0	126	0	0	0	0	0	417
7:00 PM	92	83	0	0	0	43	29	0	32	0	131	0	0	0	0	0	410
7:15 PM	80	77	0	0	0	46	23	0	27	0	108	0	0	0	0	0	361
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1110	1145	0	0	0	534	368	0	489	0	1689	2	0	0	0	0	5337
APPROACH %'s :	49.22%	50.78%	0.00%	0.00%	0.00%	59.20%	40.80%	0.00%	22.43%	0.00%	77.48%	0.09%					
PEAK HR :	**05:45 PM - 06:45 PM**																TOTAL
PEAK HR VOL :	384	422	0	0	0	163	133	0	189	0	658	0	0	0	0	0	1949
PEAK HR FACTOR :	0.889	0.879	0.000	0.000	0.000	0.769	0.679	0.000	0.945	0.000	0.935	0.000	0.000	0.000	0.000	0.000	0.959
	0.955				0.725				0.954								

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 3rd St & E Burbank Blvd
City: Burbank
Control: Signalized

Project ID: 17-05689-005
Date: 10/18/2017

Total

NS/EW Streets:	N 3rd St				N 3rd St				E Burbank Blvd				E Burbank Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	1	0	2	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	68	39	0	0	0	18	43	0	15	0	48	0	0	0	0	0	231
7:15 AM	59	30	0	0	0	15	40	0	26	0	58	0	0	0	0	0	228
7:30 AM	86	76	0	0	0	29	38	0	62	0	111	0	0	0	0	0	402
7:45 AM	101	100	0	0	0	63	59	0	88	0	108	0	0	0	0	0	519
8:00 AM	67	53	0	0	0	48	37	0	10	0	117	0	0	0	0	0	332
8:15 AM	61	21	0	0	0	21	29	0	11	0	131	0	0	0	0	0	274
8:30 AM	67	34	0	0	0	18	33	0	7	0	99	0	0	0	0	0	258
8:45 AM	50	24	0	0	0	25	40	0	7	0	109	0	0	0	0	0	255
9:00 AM	76	25	0	0	0	24	45	0	11	0	98	0	0	0	0	0	279
9:15 AM	75	27	0	0	0	24	40	0	18	0	84	0	0	0	0	0	268
9:30 AM	60	28	0	0	0	28	35	0	16	0	110	0	0	0	0	0	277
9:45 AM	77	37	0	0	0	28	30	0	11	0	103	0	0	0	0	0	286
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	847	494	0	0	0	341	469	0	282	0	1176	0	0	0	0	0	3609
APPROACH %'s :	63.16%	36.84%	0.00%	0.00%	0.00%	42.10%	57.90%	0.00%	19.34%	0.00%	80.66%	0.00%					
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	315	250	0	0	0	161	163	0	171	0	467	0	0	0	0	0	1527
PEAK HR FACTOR :	0.780	0.625	0.000	0.000	0.000	0.639	0.691	0.000	0.486	0.000	0.891	0.000	0.000	0.000	0.000	0.000	0.736
	0.703				0.664				0.814								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	1	0	2	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	91	99	0	0	0	41	41	0	41	0	120	0	0	0	0	0	433
4:45 PM	85	85	0	0	0	38	41	0	36	0	131	0	0	0	0	0	416
5:00 PM	106	96	0	0	0	33	45	0	49	0	138	0	0	0	0	0	467
5:15 PM	85	102	0	0	0	36	31	0	41	0	153	0	0	0	0	0	448
5:30 PM	112	79	0	0	0	31	28	0	43	0	167	0	0	0	0	0	460
5:45 PM	92	95	0	0	0	45	27	0	52	0	147	0	0	0	0	0	458
6:00 PM	96	94	0	0	0	59	32	0	48	0	158	0	0	0	0	0	487
6:15 PM	97	94	0	0	0	34	31	0	32	0	139	0	0	0	0	0	427
6:30 PM	94	90	0	0	0	42	32	0	40	0	152	0	0	0	0	0	450
6:45 PM	93	88	0	0	0	43	20	0	39	0	153	0	0	0	0	0	436
7:00 PM	77	72	0	0	0	40	25	0	31	0	114	0	0	0	0	0	359
7:15 PM	84	84	0	0	0	28	25	0	29	0	151	0	0	0	0	0	401
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1112	1078	0	0	0	470	378	0	481	0	1723	0	0	0	0	0	5242
APPROACH %'s :	50.78%	49.22%	0.00%	0.00%	0.00%	55.42%	44.58%	0.00%	21.82%	0.00%	78.18%	0.00%					
PEAK HR :	**05:15 PM - 06:15 PM**																TOTAL
PEAK HR VOL :	385	370	0	0	0	171	118	0	184	0	625	0	0	0	0	0	1853
PEAK HR FACTOR :	0.859	0.907	0.000	0.000	0.000	0.725	0.922	0.000	0.885	0.000	0.936	0.000	0.000	0.000	0.000	0.000	0.951
	0.988				0.794				0.963								

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5030-029 **Day:** Thursday

City: Burbank **Date:** 1/26/2017

AM

NS/EW Streets:	San Fernando Blvd			San Fernando Blvd			Burbank Blvd			Burbank Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	1	1	1	2	1	
7:00 AM	17	7	0	5	18	162	101	71	46	2	100	15	544
7:15 AM	10	4	2	4	28	141	104	71	40	5	66	11	486
7:30 AM	13	18	1	17	46	172	138	132	35	4	89	27	692
7:45 AM	21	42	2	29	65	196	157	169	68	21	152	38	960
8:00 AM	17	31	1	5	64	178	140	95	56	7	103	23	720
8:15 AM	12	32	3	20	50	166	120	108	53	7	74	9	654
8:30 AM	8	26	3	10	56	157	133	75	72	0	78	17	635
8:45 AM	16	27	2	10	52	152	134	84	68	5	62	10	622
9:00 AM	14	24	1	13	32	141	117	91	71	4	70	12	590
9:15 AM	22	32	2	10	31	128	101	72	70	4	78	14	564
9:30 AM	15	26	9	19	28	137	120	89	69	3	76	22	613
9:45 AM	21	25	4	15	31	147	140	97	86	3	84	12	665
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	186	294	30	157	501	1877	1505	1154	734	65	1032	210	7745
APPROACH %'s :	36.47%	57.65%	5.88%	6.19%	19.76%	74.04%	44.36%	34.01%	21.63%	4.97%	78.96%	16.07%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	63	123	7	71	225	712	555	504	212	39	418	97	3026
PEAK HR FACTOR :		0.742			0.869			0.806			0.656		0.788

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5030-029 **Day:** Thursday

City: Burbank **Date:** 1/26/2017

PM

NS/EW Streets:	San Fernando Blvd			San Fernando Blvd			Burbank Blvd			Burbank Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	1	2	1	1	1	1	1	2	1	
4:30 PM	63	102	5	23	32	110	171	146	116	5	104	23	900
4:45 PM	52	91	4	19	44	115	167	112	123	5	96	20	848
5:00 PM	68	107	10	11	30	128	188	148	133	2	104	27	956
5:15 PM	62	75	6	24	43	109	188	150	137	4	98	22	918
5:30 PM	48	92	11	15	45	128	225	136	124	4	90	29	947
5:45 PM	84	99	5	25	30	114	172	164	137	4	100	12	946
6:00 PM	54	89	4	20	39	121	222	154	139	5	91	26	964
6:15 PM	69	89	4	20	32	112	196	120	151	4	106	40	943
6:30 PM	74	105	5	13	37	114	200	137	151	4	84	15	939
6:45 PM	67	109	3	13	37	127	196	132	160	2	97	17	960
7:00 PM	52	82	8	21	32	128	216	153	161	4	74	24	955
7:15 PM	55	85	5	17	35	92	136	101	134	3	85	18	766
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	748	1125	70	221	436	1398	2277	1653	1666	46	1129	273	11042
APPROACH %'s :	38.50%	57.90%	3.60%	10.75%	21.22%	68.03%	40.69%	29.54%	29.77%	3.18%	77.97%	18.85%	

PEAK HR START TIME :	600 PM												TOTAL
PEAK HR VOL :	264	392	16	66	145	474	814	543	601	15	378	98	3806
PEAK HR FACTOR :		0.913			0.951			0.950			0.818		0.987

CONTROL : Signalized

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-5 Freeway NB Off Ramp & Burbank Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-005
Date: 4/24/2018

Total

NS/EW Streets:	I-5 Freeway NB Off Ramp				I-5 Freeway NB Off Ramp				Burbank Blvd				Burbank Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	54	0	0	0	156	0	0	134	0	0	0	230	0	0	574
7:15 AM	0	0	53	0	0	0	158	0	0	154	0	0	0	241	0	0	606
7:30 AM	0	0	73	0	0	0	177	0	0	220	0	0	0	257	0	0	727
7:45 AM	0	0	90	0	0	0	216	0	0	263	0	0	0	283	0	0	852
8:00 AM	0	0	75	0	0	0	219	0	0	198	0	0	0	247	0	0	739
8:15 AM	0	0	70	0	0	0	237	0	0	222	0	0	0	237	0	0	766
8:30 AM	0	0	80	0	0	0	258	0	0	227	0	0	0	229	0	0	794
8:45 AM	0	0	77	0	0	0	259	0	0	235	0	0	0	222	0	0	793
9:00 AM	0	0	82	0	0	0	233	0	0	200	0	0	0	249	0	0	764
9:15 AM	0	0	92	0	0	0	222	0	0	201	0	0	0	244	0	0	759
9:30 AM	0	0	74	0	0	0	201	0	0	238	0	0	0	223	0	0	736
9:45 AM	0	0	101	0	0	0	214	0	0	248	0	0	0	216	0	0	779
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	921	0	0	0	2550	0	0	2540	0	0	0	2878	0	0	8889
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	315	0	0	0	930	0	0	910	0	0	0	996	0	0	3151
PEAK HR FACTOR :	0.000	0.000	0.875	0.000	0.000	0.000	0.901	0.000	0.000	0.865	0.000	0.000	0.000	0.880	0.000	0.000	0.925
	0.875				0.901				0.865				0.880				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	0	113	0	0	0	164	0	0	333	0	0	0	256	0	0	866
4:45 PM	0	0	125	0	0	0	197	0	0	357	0	0	0	266	0	0	945
5:00 PM	0	0	129	0	0	0	169	0	0	378	0	0	0	306	0	0	982
5:15 PM	0	0	124	0	0	0	192	0	0	383	0	0	0	280	0	0	979
5:30 PM	0	0	142	0	0	0	186	0	0	365	0	0	0	301	0	0	994
5:45 PM	0	0	127	0	0	0	186	0	0	367	0	0	0	259	0	0	939
6:00 PM	0	0	148	0	0	0	189	0	0	369	0	0	0	288	0	0	994
6:15 PM	0	0	139	0	0	0	195	0	0	395	0	0	0	275	0	0	1004
6:30 PM	0	0	124	0	0	0	202	0	0	321	0	0	0	271	0	0	918
6:45 PM	0	0	149	0	0	0	153	0	0	376	0	0	0	274	0	0	952
7:00 PM	0	0	138	0	0	0	177	0	0	345	0	0	0	266	0	0	926
7:15 PM	0	0	124	0	0	0	143	0	0	328	0	0	0	293	0	0	888
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1582	0	0	0	2153	0	0	4317	0	0	0	3335	0	0	11387
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	0	556	0	0	0	756	0	0	1496	0	0	0	1123	0	0	3931
PEAK HR FACTOR :	0.000	0.000	0.939	0.000	0.000	0.000	0.969	0.000	0.000	0.947	0.000	0.000	0.000	0.933	0.000	0.000	0.979
	0.939				0.969				0.947				0.933				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-5 Freeway NB Off Ramp & Burbank Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-005
Date: 4/25/2018

Total

NS/EW Streets:	I-5 Freeway NB Off Ramp				I-5 Freeway NB Off Ramp				Burbank Blvd				Burbank Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	48	0	0	0	156	0	0	147	0	0	0	241	0	0	592
7:15 AM	0	0	64	0	0	0	174	0	0	191	0	0	0	243	0	0	672
7:30 AM	0	0	79	0	0	0	213	0	0	274	0	0	0	293	0	0	859
7:45 AM	0	0	97	0	0	0	243	0	0	342	0	0	0	369	0	0	1051
8:00 AM	0	0	72	0	0	0	266	0	0	240	0	0	0	300	0	0	878
8:15 AM	0	0	70	0	0	0	236	0	0	230	0	0	0	266	0	0	802
8:30 AM	0	0	92	0	0	0	250	0	0	244	0	0	0	268	0	0	854
8:45 AM	0	0	98	0	0	0	260	0	0	258	0	0	0	257	0	0	873
9:00 AM	0	0	73	0	0	0	256	0	0	210	0	0	0	251	0	0	790
9:15 AM	0	0	81	0	0	0	241	0	0	202	0	0	0	261	0	0	785
9:30 AM	0	0	81	0	0	0	216	0	0	219	0	0	0	257	0	0	773
9:45 AM	0	0	87	0	0	0	212	0	0	263	0	0	0	226	0	0	788
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	942	0	0	0	2723	0	0	2820	0	0	0	3232	0	0	9717
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	0	0	318	0	0	0	958	0	0	1086	0	0	0	1228	0	0	3590
PEAK HR FACTOR :	0.000	0.000	0.820	0.000	0.000	0.000	0.900	0.000	0.000	0.794	0.000	0.000	0.000	0.832	0.000	0.000	0.854
	0.820				0.900				0.794				0.832				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	0	124	0	0	0	177	0	0	321	0	0	0	286	0	0	908
4:45 PM	0	0	123	0	0	0	177	0	0	373	0	0	0	271	0	0	944
5:00 PM	0	0	142	0	0	0	160	0	0	382	0	0	0	331	0	0	1015
5:15 PM	0	0	126	0	0	0	185	0	0	386	0	0	0	298	0	0	995
5:30 PM	0	0	126	0	0	0	163	0	0	425	0	0	0	294	0	0	1008
5:45 PM	0	0	156	0	0	0	180	0	0	424	0	0	0	273	0	0	1033
6:00 PM	0	0	140	0	0	0	175	0	0	395	0	0	0	289	0	0	999
6:15 PM	0	0	143	0	0	0	168	0	0	378	0	0	0	286	0	0	975
6:30 PM	0	0	134	0	0	0	200	0	0	408	0	0	0	249	0	0	991
6:45 PM	0	0	122	0	0	0	177	0	0	388	0	0	0	244	0	0	931
7:00 PM	0	0	146	0	0	0	180	0	0	324	0	0	0	309	0	0	959
7:15 PM	0	0	142	0	0	0	152	0	0	311	0	0	0	266	0	0	871
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1624	0	0	0	2094	0	0	4515	0	0	0	3396	0	0	11629
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	0	0	550	0	0	0	688	0	0	1617	0	0	0	1196	0	0	4051
PEAK HR FACTOR :	0.000	0.000	0.881	0.000	0.000	0.000	0.930	0.000	0.000	0.951	0.000	0.000	0.000	0.903	0.000	0.000	0.980
	0.881				0.930				0.951				0.903				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I 5 Freeway NB Off Ramp & Burbank Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-005
Date: 4/26/2018

Total

NS/EW Streets:	I 5 Freeway NB Off Ramp				I 5 Freeway NB Off Ramp				Burbank Blvd				Burbank Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	54	0	0	0	165	0	0	129	0	0	0	265	0	0	613
7:15 AM	0	0	71	0	0	0	178	0	0	173	0	0	0	229	0	0	651
7:30 AM	0	0	97	0	0	0	204	0	0	281	0	0	0	305	0	0	887
7:45 AM	0	0	103	0	0	0	256	0	0	307	0	0	0	297	0	0	963
8:00 AM	0	0	93	0	0	0	254	0	0	219	0	0	0	263	0	0	829
8:15 AM	0	0	81	0	0	0	248	0	0	239	0	0	0	286	0	0	854
8:30 AM	0	0	70	0	0	0	231	0	0	250	0	0	0	270	0	0	821
8:45 AM	0	0	98	0	0	0	285	0	0	205	0	0	0	249	0	0	837
9:00 AM	0	0	93	0	0	0	253	0	0	193	0	0	0	239	0	0	778
9:15 AM	0	0	84	0	0	0	231	0	0	227	0	0	0	249	0	0	791
9:30 AM	0	0	88	0	0	0	239	0	0	241	0	0	0	252	0	0	820
9:45 AM	0	0	101	0	0	0	242	0	0	233	0	0	0	222	0	0	798
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1033	0	0	0	2786	0	0	2697	0	0	0	3126	0	0	9642
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	374	0	0	0	962	0	0	1046	0	0	0	1151	0	0	3533
PEAK HR FACTOR :	0.000	0.000	0.908	0.000	0.000	0.000	0.939	0.000	0.000	0.852	0.000	0.000	0.000	0.943	0.000	0.000	0.917
	0.908				0.939				0.852				0.943				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	2	0	0	0	1	0	0	3	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	0	99	0	0	0	180	0	0	363	0	0	0	276	0	0	918
4:45 PM	0	0	117	0	0	0	161	0	0	392	0	0	0	247	0	0	917
5:00 PM	0	0	131	0	0	0	188	0	0	400	0	0	0	307	0	0	1026
5:15 PM	0	0	114	0	0	0	167	0	0	407	0	0	0	277	0	0	965
5:30 PM	0	0	141	0	0	0	193	0	0	449	0	0	0	284	0	0	1067
5:45 PM	0	0	124	0	0	0	182	0	0	457	0	0	0	255	0	0	1018
6:00 PM	0	0	156	0	0	0	183	0	0	453	0	0	0	274	0	0	1066
6:15 PM	0	0	132	0	0	0	196	0	0	447	0	0	0	282	0	0	1057
6:30 PM	0	0	116	0	0	0	188	0	0	458	0	0	0	310	0	0	1072
6:45 PM	0	0	150	0	0	0	190	0	0	384	0	0	0	283	0	0	1007
7:00 PM	0	0	150	0	0	0	186	0	0	374	0	0	0	263	0	0	973
7:15 PM	0	0	129	0	0	0	191	0	0	403	0	0	0	243	0	0	966
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1559	0	0	0	2205	0	0	4987	0	0	0	3301	0	0	12052
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:45 PM - 06:45 PM																TOTAL
PEAK HR VOL :	0	0	528	0	0	0	749	0	0	1815	0	0	0	1121	0	0	4213
PEAK HR FACTOR :	0.000	0.000	0.846	0.000	0.000	0.000	0.955	0.000	0.000	0.991	0.000	0.000	0.000	0.904	0.000	0.000	0.983
	0.846				0.955				0.991				0.904				

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5030-068 **Day:** Thursday

City: Burbank **Date:** 1/26/2017

AM

NS/EW Streets:	SB I-5 Ramps / Front St			SB I-5 Ramps / Front St			Burbank Blvd			Burbank Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	1.5	0.5	1	0	2	1	1	3	1	
7:00 AM	29	0	3	38	7	74	0	240	57	9	254	0	711
7:15 AM	47	0	2	39	24	66	0	236	87	15	275	0	791
7:30 AM	42	0	7	59	35	72	0	328	96	23	330	0	992
7:45 AM	52	0	3	67	29	86	0	381	133	13	423	0	1187
8:00 AM	45	0	4	57	33	63	0	330	122	12	419	0	1085
8:15 AM	62	0	2	37	19	55	0	327	148	28	396	0	1074
8:30 AM	57	0	1	42	14	61	0	362	181	7	354	0	1079
8:45 AM	48	0	3	52	29	53	0	335	125	15	357	0	1017
9:00 AM	30	0	3	52	12	73	0	312	119	16	418	0	1035
9:15 AM	38	0	2	41	4	58	0	312	75	8	363	0	901
9:30 AM	25	0	2	47	7	69	0	311	78	8	347	0	894
9:45 AM	55	0	3	65	16	68	0	286	67	6	299	0	865
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	530	0	35	596	229	798	0	3760	1288	160	4235	0	11631
APPROACH %'s :	93.81%	0.00%	6.19%	36.72%	14.11%	49.17%	0.00%	74.48%	25.52%	3.64%	96.36%	0.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	216	0	10	203	95	265	0	1400	584	60	1592	0	4425
PEAK HR FACTOR :		0.883			0.773			0.913			0.947		0.932

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5030-068 **Day:** Thursday

City: Burbank **Date:** 1/26/2017

PM

NS/EW Streets:	SB I-5 Ramps / Front St			SB I-5 Ramps / Front St			Burbank Blvd			Burbank Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	1.5	0.5	1	0	2	1	1	3	1	
4:30 PM	58	0	14	108	4	75	0	421	55	4	307	0	1046
4:45 PM	52	0	17	115	11	85	0	420	63	4	354	0	1121
5:00 PM	60	0	8	122	6	79	0	474	67	3	366	0	1185
5:15 PM	64	0	4	100	7	75	0	465	108	4	397	0	1224
5:30 PM	69	0	14	118	11	93	1	461	89	7	379	0	1242
5:45 PM	69	0	12	111	12	61	0	406	88	4	362	0	1125
6:00 PM	64	0	11	112	8	76	0	446	75	8	341	0	1141
6:15 PM	47	0	13	90	11	81	0	450	79	4	373	0	1148
6:30 PM	40	0	3	93	18	74	0	412	123	3	335	0	1101
6:45 PM	57	0	6	110	2	69	0	398	70	3	317	0	1032
7:00 PM	38	0	15	82	2	53	0	416	56	3	361	0	1026
7:15 PM	34	0	5	97	5	55	0	426	70	1	309	0	1002
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	652	0	122	1258	97	876	1	5195	943	48	4201	0	13393
APPROACH %'s :	84.24%	0.00%	15.76%	56.39%	4.35%	39.26%	0.02%	84.62%	15.36%	1.13%	98.87%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	262	0	38	451	36	308	1	1806	352	18	1504	0	4776
PEAK HR FACTOR :		0.904			0.895			0.942			0.949		0.961

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5030-025 **Day:** Thursday

City: Burbank **Date:** 1/26/2017

AM

NS/EW Streets:	Victory Blvd / Victory Pl			Victory Blvd / Victory Pl			Burbank Blvd			Burbank Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	2	3	1	2	3	1	
7:00 AM	41	37	21	66	81	9	5	170	49	84	199	98	860
7:15 AM	41	36	22	82	79	11	5	202	56	70	188	104	896
7:30 AM	53	29	23	103	124	11	2	268	92	86	264	83	1138
7:45 AM	47	59	31	161	139	11	2	338	83	105	311	112	1399
8:00 AM	57	57	18	110	102	13	13	308	104	88	277	120	1267
8:15 AM	53	36	32	125	102	13	13	330	96	90	272	136	1298
8:30 AM	61	60	35	130	140	15	13	304	101	95	252	157	1363
8:45 AM	45	57	28	167	106	12	14	287	98	98	237	146	1295
9:00 AM	34	41	24	112	90	12	21	320	110	97	304	141	1306
9:15 AM	52	48	31	100	91	21	23	285	78	100	247	127	1203
9:30 AM	77	70	32	116	94	20	11	248	71	82	185	118	1124
9:45 AM	67	69	46	86	66	15	30	268	57	95	260	120	1179
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	628	599	343	1358	1214	163	152	3328	995	1090	2996	1462	14328
APPROACH %'s :	40.00%	38.15%	21.85%	49.65%	44.39%	5.96%	3.40%	74.37%	22.23%	19.65%	54.00%	26.35%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	218	212	116	526	483	52	41	1280	384	378	1112	525	5327
PEAK HR FACTOR :		0.875			0.853			0.971			0.954		0.952

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5030-025 **Day:** Thursday

City: Burbank **Date:** 1/26/2017

PM

NS/EW Streets:	Victory Blvd / Victory Pl			Victory Blvd / Victory Pl			Burbank Blvd			Burbank Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	2	3	1	2	3	1	
4:30 PM	97	118	47	156	112	35	34	284	78	51	242	111	1365
4:45 PM	112	122	54	142	129	29	28	270	64	82	267	123	1422
5:00 PM	113	113	69	160	116	26	32	297	56	68	284	128	1462
5:15 PM	126	128	63	178	122	28	31	294	65	82	311	113	1541
5:30 PM	123	107	69	188	110	31	30	307	80	65	336	98	1544
5:45 PM	115	139	58	152	104	29	30	320	68	77	323	128	1543
6:00 PM	126	119	67	176	113	37	28	305	70	70	278	123	1512
6:15 PM	113	122	52	180	103	35	23	333	76	68	334	130	1569
6:30 PM	113	134	59	170	100	41	26	321	64	74	290	109	1501
6:45 PM	102	95	44	167	110	38	24	272	48	68	320	138	1426
7:00 PM	109	137	39	182	87	33	22	241	56	48	296	118	1368
7:15 PM	68	73	35	173	105	33	32	240	57	47	241	119	1223
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1317	1407	656	2024	1311	395	340	3484	782	800	3522	1438	17476
APPROACH %'s :	38.96%	41.63%	19.41%	54.26%	35.15%	10.59%	7.38%	75.64%	16.98%	13.89%	61.15%	24.97%	
PEAK HR START TIME :	530 PM												TOTAL
PEAK HR VOL :	477	487	246	696	430	132	111	1265	294	280	1271	479	6168
PEAK HR FACTOR :		0.970			0.956			0.966			0.954		0.983

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5030-065 **Day:** Thursday

City: Burbank **Date:** 1/26/2017

AM

NS/EW Streets:	Victory Blvd			Victory Blvd			Burbank Blvd			Burbank Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	2.5	0	0.5	0	3	0	0	2	2	
7:00 AM	0	0	0	145	0	1	0	93	1	0	100	128	468
7:15 AM	0	0	0	161	0	2	0	97	0	0	101	128	489
7:30 AM	0	0	0	213	0	0	0	164	1	0	135	177	690
7:45 AM	0	0	1	251	0	4	0	194	0	0	142	189	781
8:00 AM	0	0	5	276	0	1	0	161	4	0	151	183	781
8:15 AM	0	0	1	243	0	5	0	200	2	0	156	153	760
8:30 AM	0	0	0	241	0	2	0	178	1	0	155	161	738
8:45 AM	0	0	0	241	1	3	0	149	0	0	123	147	664
9:00 AM	0	0	2	275	0	1	0	182	1	0	161	148	770
9:15 AM	0	0	1	253	1	2	0	134	0	1	151	130	673
9:30 AM	0	0	0	182	0	1	0	148	1	1	156	124	613
9:45 AM	0	0	2	200	0	3	0	170	2	0	160	141	678
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	12	2681	2	25	0	1870	13	2	1691	1809	8105
APPROACH %'s :	0.00%	0.00%	100.00%	99.00%	0.07%	0.92%	0.00%	99.31%	0.69%	0.06%	48.29%	51.66%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	7	1011	0	12	0	733	7	0	604	686	3060
PEAK HR FACTOR :		0.350			0.923			0.916			0.966		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5030-065 **Day:** Thursday

City: Burbank **Date:** 1/26/2017

PM

NS/EW Streets:	Victory Blvd			Victory Blvd			Burbank Blvd			Burbank Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	2.5	0	0.5	0	3	0	0	2	2	
4:30 PM	0	0	0	201	0	1	0	191	0	1	142	180	716
4:45 PM	0	0	0	202	0	4	0	180	0	0	168	209	763
5:00 PM	0	0	1	210	0	2	0	169	1	1	173	223	780
5:15 PM	0	0	1	216	0	2	0	200	3	0	196	244	862
5:30 PM	0	0	0	220	0	2	0	205	0	0	187	258	872
5:45 PM	0	0	1	230	0	2	0	205	0	0	157	264	859
6:00 PM	0	0	0	200	0	1	0	201	0	1	166	244	813
6:15 PM	0	0	1	211	0	0	0	213	0	0	190	258	873
6:30 PM	0	0	1	217	0	2	0	204	1	0	159	248	832
6:45 PM	0	0	0	171	0	6	0	197	0	0	216	237	827
7:00 PM	0	0	0	183	0	2	0	133	0	0	139	247	704
7:15 PM	0	0	0	162	0	5	0	152	0	1	115	184	619
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	5	2423	0	29	0	2250	5	4	2008	2796	9520
APPROACH %'s :	0.00%	0.00%	100.00%	98.82%	0.00%	1.18%	0.00%	99.78%	0.22%	0.08%	41.76%	58.15%	
PEAK HR START TIME :	530 PM												TOTAL
PEAK HR VOL :	0	0	2	861	0	5	0	824	0	1	700	1024	3417
PEAK HR FACTOR :		0.500			0.933			0.967			0.963		0.979

CONTROL : Signalized

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Glenoaks Blvd & E Magnolia Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-026
Date: 4/24/2018

Total

NS/EW Streets:	N Glenoaks Blvd				N Glenoaks Blvd				E Magnolia Blvd				E Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	75	3	0	10	160	34	0	10	10	5	0	11	32	12	0	380
7:15 AM	17	75	3	0	4	198	35	0	13	10	22	0	14	54	13	0	458
7:30 AM	29	110	4	0	15	222	49	0	22	25	22	0	14	62	19	0	593
7:45 AM	38	158	2	0	12	230	56	0	14	38	26	0	12	84	9	0	679
8:00 AM	32	111	2	0	11	239	46	0	9	18	25	0	11	58	11	0	573
8:15 AM	27	135	6	0	10	244	65	0	18	34	28	0	16	70	8	0	661
8:30 AM	39	101	5	0	11	273	42	0	23	23	29	0	8	78	14	0	646
8:45 AM	35	155	9	0	4	271	50	0	23	22	26	0	11	67	8	0	681
9:00 AM	36	100	4	0	7	202	62	0	20	21	24	0	13	36	4	0	529
9:15 AM	20	135	5	0	6	221	42	0	15	22	26	0	9	49	7	0	557
9:30 AM	40	129	4	0	4	184	39	0	23	22	35	1	9	46	9	0	545
9:45 AM	41	137	9	0	3	182	33	0	13	23	33	0	7	59	15	0	555
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	372	1421	56	0	97	2626	553	0	203	268	301	1	135	695	129	0	6857
APPROACH %'s :	20.12%	76.85%	3.03%	0.00%	2.96%	80.16%	16.88%	0.00%	26.26%	34.67%	38.94%	0.13%	14.08%	72.47%	13.45%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	133	502	22	0	36	1027	203	0	73	97	108	0	46	273	41	0	2561
PEAK HR FACTOR :	0.853	0.810	0.611	0.000	0.818	0.940	0.781	0.000	0.793	0.713	0.931	0.000	0.719	0.875	0.732	0.000	0.940
	0.825				0.971				0.869				0.900				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	28	225	7	0	20	179	41	0	40	56	75	0	4	48	10	0	733
4:45 PM	28	232	8	0	19	205	35	0	51	69	51	0	3	41	11	0	753
5:00 PM	41	265	11	0	18	226	34	0	24	65	52	0	11	36	10	0	793
5:15 PM	45	263	10	0	20	233	40	0	50	56	49	0	2	42	12	0	822
5:30 PM	42	299	8	0	20	227	35	0	37	60	55	0	8	61	11	0	863
5:45 PM	43	245	16	0	22	237	35	0	51	67	56	0	8	35	19	0	834
6:00 PM	34	277	18	0	19	227	44	0	47	65	75	0	6	38	19	0	869
6:15 PM	27	231	16	0	22	201	36	0	50	61	56	0	7	43	9	0	759
6:30 PM	32	254	8	0	23	193	32	0	46	59	47	0	7	35	20	0	756
6:45 PM	43	226	16	0	18	207	33	0	31	52	51	0	8	35	8	0	728
7:00 PM	33	213	11	0	7	166	27	0	31	52	45	1	4	34	13	0	637
7:15 PM	33	195	13	0	14	187	31	0	31	49	48	0	4	49	7	0	661
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	429	2925	142	0	222	2488	423	0	489	711	660	1	72	497	149	0	9208
APPROACH %'s :	12.27%	83.67%	4.06%	0.00%	7.09%	79.41%	13.50%	0.00%	26.28%	38.21%	35.46%	0.05%	10.03%	69.22%	20.75%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	164	1084	52	0	81	924	154	0	185	248	235	0	24	176	61	0	3388
PEAK HR FACTOR :	0.911	0.906	0.722	0.000	0.920	0.975	0.875	0.000	0.907	0.925	0.783	0.000	0.750	0.721	0.803	0.000	0.975
	0.931				0.986				0.893				0.816				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Glenoaks Blvd & E Magnolia Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-026
Date: 4/25/2018

Total

NS/EW Streets:	N Glenoaks Blvd				N Glenoaks Blvd				E Magnolia Blvd				E Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	99	3	0	10	208	35	0	10	15	11	0	9	44	13	0	477
7:15 AM	32	110	1	0	4	250	42	0	5	20	23	0	9	57	11	0	564
7:30 AM	38	174	3	0	9	262	47	0	24	28	27	0	17	70	14	0	713
7:45 AM	42	246	2	0	14	308	51	0	22	41	34	0	29	107	7	0	903
8:00 AM	23	142	4	0	9	365	62	0	17	39	38	0	11	96	12	0	818
8:15 AM	35	166	9	0	10	243	49	0	18	33	34	0	18	72	10	0	697
8:30 AM	29	145	4	0	14	300	49	0	16	18	25	0	16	75	9	0	700
8:45 AM	41	143	5	0	7	304	53	0	28	34	30	0	13	71	10	0	739
9:00 AM	32	140	8	0	7	315	67	0	23	25	38	0	8	54	8	0	725
9:15 AM	41	139	2	0	7	262	44	0	20	23	32	0	19	56	10	0	655
9:30 AM	30	112	8	0	7	267	44	0	22	29	37	0	11	48	17	0	632
9:45 AM	39	142	5	0	16	230	47	0	23	28	33	0	15	40	16	0	634
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	402	1758	54	0	114	3314	590	0	228	333	362	0	175	790	137	0	8257
APPROACH %'s :	18.16%	79.40%	2.44%	0.00%	2.84%	82.48%	14.68%	0.00%	24.70%	36.08%	39.22%	0.00%	15.88%	71.69%	12.43%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	138	728	18	0	42	1178	209	0	81	141	133	0	75	345	43	0	3131
PEAK HR FACTOR :	0.821	0.740	0.500	0.000	0.750	0.807	0.843	0.000	0.844	0.860	0.875	0.000	0.647	0.806	0.768	0.000	0.867
	0.762				0.819				0.915				0.809				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	43	232	9	0	19	223	29	0	30	64	53	0	6	48	10	0	766
4:45 PM	29	258	11	0	18	215	25	0	58	69	62	0	6	34	12	0	797
5:00 PM	45	280	16	0	20	225	26	0	42	56	59	0	9	42	15	0	835
5:15 PM	30	288	9	0	19	290	41	0	55	67	51	0	6	46	14	0	916
5:30 PM	30	294	14	0	14	275	35	0	47	59	42	0	7	39	15	0	871
5:45 PM	35	248	9	0	21	238	46	0	58	84	63	1	5	46	13	0	867
6:00 PM	29	314	18	0	16	261	37	0	50	66	50	0	4	38	16	0	899
6:15 PM	33	265	10	0	19	226	46	0	58	76	62	0	3	54	19	0	871
6:30 PM	38	261	16	0	24	211	32	0	40	57	65	0	9	46	5	0	804
6:45 PM	29	239	11	0	20	212	31	0	44	60	34	0	10	41	11	0	742
7:00 PM	26	235	11	0	27	189	23	0	38	43	44	0	6	39	10	0	691
7:15 PM	28	209	11	0	22	178	32	0	40	56	52	0	8	31	15	0	682
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	395	3123	145	0	239	2743	403	0	560	757	637	1	79	504	155	0	9741
APPROACH %'s :	10.78%	85.26%	3.96%	0.00%	7.06%	81.03%	11.91%	0.00%	28.64%	38.72%	32.58%	0.05%	10.70%	68.29%	21.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	124	1144	50	0	70	1064	159	0	210	276	206	1	22	169	58	0	3553
PEAK HR FACTOR :	0.886	0.911	0.694	0.000	0.833	0.917	0.864	0.000	0.905	0.821	0.817	0.250	0.786	0.918	0.906	0.000	0.970
	0.913				0.924				0.841				0.943				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Glenoaks Blvd & E Magnolia Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-026
Date: 4/26/2018

Total

NS/EW Streets:	N Glenoaks Blvd				N Glenoaks Blvd				E Magnolia Blvd				E Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	22	103	4	1	6	212	29	0	14	16	16	0	9	34	5	0	471
7:15 AM	9	89	2	0	7	252	34	0	13	16	18	0	12	45	14	0	511
7:30 AM	40	170	3	0	12	270	44	0	19	34	31	0	18	66	12	0	719
7:45 AM	29	226	2	0	14	291	37	0	25	30	18	0	27	96	24	0	819
8:00 AM	38	144	3	0	6	373	55	0	14	37	38	0	23	76	13	0	820
8:15 AM	31	182	6	0	5	272	48	0	19	38	28	0	18	85	17	0	749
8:30 AM	36	146	6	0	12	342	55	0	22	26	30	0	18	68	9	0	770
8:45 AM	39	144	2	0	10	293	48	0	29	43	37	0	14	71	8	0	738
9:00 AM	50	128	5	0	7	295	69	0	17	20	27	0	5	49	11	0	683
9:15 AM	36	134	5	0	10	255	44	0	19	22	30	0	10	60	8	0	633
9:30 AM	33	131	6	0	8	234	42	0	15	31	37	0	12	57	9	0	615
9:45 AM	27	129	6	0	8	226	40	0	22	25	29	0	10	41	8	0	571
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	390	1726	50	1	105	3315	545	0	228	338	339	0	176	748	138	0	8099
APPROACH %'s :	18.00%	79.65%	2.31%	0.05%	2.65%	83.61%	13.75%	0.00%	25.19%	37.35%	37.46%	0.00%	16.57%	70.43%	12.99%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	134	698	17	0	37	1278	195	0	80	131	114	0	86	325	63	0	3158
PEAK HR FACTOR :	0.882	0.772	0.708	0.000	0.661	0.857	0.886	0.000	0.800	0.862	0.750	0.000	0.796	0.846	0.656	0.000	0.963
	0.826				0.870				0.913				0.806				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	44	272	11	1	15	205	33	0	44	58	74	0	8	33	10	0	808
4:45 PM	36	273	14	0	15	245	29	0	46	58	70	0	7	45	18	0	856
5:00 PM	35	320	15	0	15	253	37	0	36	64	58	0	7	34	13	0	887
5:15 PM	41	327	7	0	25	257	36	0	49	65	67	0	7	57	15	0	953
5:30 PM	33	311	11	0	29	277	48	0	32	41	52	1	8	52	14	0	909
5:45 PM	49	299	13	1	24	218	34	0	55	75	57	0	6	44	20	0	895
6:00 PM	43	330	12	1	22	284	35	0	44	49	62	0	13	50	14	0	959
6:15 PM	38	256	16	1	21	238	32	1	49	57	59	0	12	64	10	0	854
6:30 PM	32	274	19	1	13	255	32	0	26	50	59	0	10	37	13	0	821
6:45 PM	39	242	12	0	15	185	35	0	48	70	59	1	8	42	13	0	769
7:00 PM	29	237	11	0	25	192	33	0	30	61	49	0	11	40	11	0	729
7:15 PM	28	201	12	0	15	192	40	1	33	44	41	0	10	42	16	0	675
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	447	3342	153	5	234	2801	424	2	492	692	707	2	107	540	167	0	10115
APPROACH %'s :	11.33%	84.67%	3.88%	0.13%	6.76%	80.93%	12.25%	0.06%	25.99%	36.56%	37.35%	0.11%	13.14%	66.34%	20.52%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	166	1267	43	2	100	1036	153	0	180	230	238	1	34	203	63	0	3716
PEAK HR FACTOR :	0.847	0.960	0.827	0.500	0.862	0.912	0.797	0.000	0.818	0.767	0.888	0.250	0.654	0.890	0.788	0.000	0.969
	0.957				0.910				0.868				0.949				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 1st St/ N Bonnywood Pl & E Magnolia Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-011
Date: 4/24/2018

Total

NS/EW Streets:	N 1st St/ N Bonnywood Pl					N 1st St/ N Bonnywood Pl					E Magnolia Blvd					E Magnolia Blvd											
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	26	16	6	0	0	1	21	19	0	0	7	38	24	0	0	7	91	3	0	0		0	0	0	0	0	259
7:15 AM	34	12	10	0	0	4	36	29	0	0	10	64	33	0	0	9	112	2	1	0		0	0	0	0	1	357
7:30 AM	37	23	13	0	0	4	52	40	0	0	19	99	43	0	0	5	142	6	0	0		0	0	0	0	0	483
7:45 AM	41	18	9	0	0	8	65	60	0	0	20	86	42	0	0	10	150	5	0	0		0	0	0	0	1	515
8:00 AM	41	26	9	0	0	7	44	48	0	0	16	84	28	0	0	13	141	5	0	0		0	0	0	0	1	463
8:15 AM	42	20	10	0	0	5	46	34	0	0	23	102	48	0	0	13	152	7	0	0		0	0	0	0	0	502
8:30 AM	54	19	9	0	0	11	49	46	0	0	11	107	38	0	0	9	134	4	1	0		0	0	0	0	0	492
8:45 AM	45	19	11	0	0	5	49	41	0	0	23	109	40	0	0	9	153	5	0	0		0	0	0	0	1	510
9:00 AM	48	24	13	0	0	10	45	33	0	0	16	76	42	0	0	9	106	5	1	0		0	0	0	0	0	428
9:15 AM	38	23	14	0	0	11	38	28	0	0	14	85	28	0	0	3	109	7	1	0		0	0	0	0	0	399
9:30 AM	44	40	16	0	0	12	38	21	0	0	22	87	39	0	0	8	109	13	0	0		0	0	0	0	0	449
9:45 AM	52	35	20	0	0	13	30	28	0	0	23	100	40	0	0	14	128	20	2	0		0	0	0	0	0	505
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	502	275	140	0	0	91	513	427	0	0	204	1037	445	0	0	109	1527	82	6	0	0	0	0	0	0	4	5362
APPROACH %'s :	54.74%	29.99%	15.27%	0.00%	0.00%	8.83%	49.76%	41.42%	0.00%	0.00%	12.10%	61.51%	26.39%	0.00%	0.00%	6.32%	88.57%	4.76%	0.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	07:45 AM - 08:45 AM																										TOTAL
PEAK HR VOL :	178	83	37	0	0	31	204	188	0	0	70	379	156	0	0	45	577	21	1	0	0	0	0	0	0	2	1972
PEAK HR FACTOR :	0.824	0.798	0.925	0.000	0.000	0.705	0.785	0.783	0.000	0.000	0.761	0.886	0.813	0.000	0.000	0.865	0.949	0.750	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.957
			0.909					0.795					0.874					0.936					0.500				

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:30 PM	62	86	23	0	0	33	85	38	0	0	50	135	67	0	0	9	98	23	3	0		0	0	0	0	1	713
4:45 PM	46	91	27	0	0	22	77	39	0	0	50	163	84	0	0	13	104	19	5	0		0	0	0	0	2	742
5:00 PM	71	87	22	0	0	29	78	55	0	0	54	167	75	0	0	16	122	26	5	0		0	0	0	0	2	809
5:15 PM	59	89	32	0	0	29	98	54	0	0	58	188	86	0	0	18	129	20	3	0		0	0	0	0	1	864
5:30 PM	47	91	22	0	0	28	85	50	0	0	73	189	88	0	0	16	149	23	8	0		0	0	0	0	0	869
5:45 PM	62	86	45	0	0	28	75	51	0	0	68	187	64	0	0	13	89	32	3	0		0	0	0	0	0	803
6:00 PM	54	88	49	0	0	30	87	47	0	0	71	183	86	0	0	22	126	31	7	0		0	0	0	0	1	882
6:15 PM	57	103	38	0	0	40	87	50	0	0	66	196	56	0	0	15	96	28	11	0		0	0	0	0	0	843
6:30 PM	41	96	29	0	0	30	82	52	0	0	55	167	76	0	0	14	121	36	5	0		0	0	0	0	3	807
6:45 PM	38	80	44	0	0	41	100	63	0	0	54	154	56	0	0	14	109	27	3	0		0	0	0	0	5	788
7:00 PM	48	69	27	0	0	35	88	57	0	0	54	120	60	0	0	18	94	25	9	0		0	0	0	0	2	706
7:15 PM	33	75	28	0	0	36	79	49	0	0	41	146	50	0	0	9	93	21	8	0		0	0	0	0	0	668
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	618	1041	386	0	0	381	1021	605	0	0	694	1995	848	0	0	177	1330	311	70	0	0	0	0	0	0	17	9494
APPROACH %'s :	30.22%	50.90%	18.88%	0.00%	0.00%	18.98%	50.87%	30.14%	0.00%	0.00%	19.62%	56.40%	23.98%	0.00%	0.00%	9.38%	70.44%	16.47%	3.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	05:15 PM - 06:15 PM																										TOTAL
PEAK HR VOL :	222	354	148	0	0	115	345	202	0	0	270	747	324	0	0	69	493	106	21	0	0	0	0	0	0	2	3418
PEAK HR FACTOR :	0.895	0.973	0.755	0.000	0.000	0.958	0.880	0.935	0.000	0.000	0.925	0.988	0.920	0.000	0.000	0.784	0.827	0.828	0.656	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.969
			0.938					0.914					0.958					0.879					0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 1st St/ N Bonnywood Pl & E Magnolia Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-011
Date: 4/25/2018

Total

NS/EW Streets:	N 1st St/ N Bonnywood Pl					N 1st St/ N Bonnywood Pl					E Magnolia Blvd					E Magnolia Blvd											
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	21	19	6	0	0	5	24	30	0	0	8	54	24	0	0	9	91	6	0	0		0	0	0	0	1	298
7:15 AM	38	17	4	0	0	6	35	28	0	0	7	70	34	0	0	12	125	5	2	0		0	0	0	0	0	383
7:30 AM	40	22	10	0	0	6	47	38	0	0	12	117	42	0	0	10	157	1	0	0		0	0	0	0	0	502
7:45 AM	49	32	15	0	0	10	79	64	0	0	21	115	41	0	0	17	160	3	2	0		0	0	0	0	0	608
8:00 AM	36	25	11	0	0	13	55	53	0	0	16	94	38	0	0	12	171	2	0	0		0	0	0	0	2	528
8:15 AM	32	18	7	0	0	8	73	38	0	0	15	96	48	0	0	10	151	2	2	0		0	0	0	0	0	500
8:30 AM	34	27	12	0	0	9	54	37	0	0	30	94	40	0	0	12	130	4	0	0		0	0	0	0	0	483
8:45 AM	64	26	10	0	0	6	62	41	0	0	14	112	45	0	0	14	153	3	0	0		0	0	0	0	2	552
9:00 AM	47	19	9	0	0	5	46	31	0	0	16	103	27	0	0	8	129	5	0	0		0	0	0	0	0	445
9:15 AM	46	21	9	0	0	9	46	28	0	0	29	113	44	0	0	12	119	5	1	0		0	0	0	0	0	482
9:30 AM	56	42	16	0	0	16	43	37	0	0	21	95	23	0	0	13	109	11	2	0		0	0	0	0	2	486
9:45 AM	47	32	17	0	0	11	46	40	0	0	31	96	33	0	0	14	120	12	2	0		0	0	0	0	0	501
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	510	300	126	0	0	104	610	465	0	0	220	1159	439	0	0	143	1615	59	11	0	0	0	0	0	0	7	5768
APPROACH %'s :	54.49%	32.05%	13.46%	0.00%	0.00%	8.82%	51.74%	39.44%	0.00%	0.00%	12.10%	63.75%	24.15%	0.00%	0.00%	7.82%	88.35%	3.23%	0.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM																										TOTAL
PEAK HR VOL :	157	97	43	0	0	37	254	193	0	0	64	422	169	0	0	49	639	8	4	0	0	0	0	0	0	2	2138
PEAK HR FACTOR :	0.801	0.758	0.717	0.000	0.000	0.712	0.804	0.754	0.000	0.000	0.762	0.902	0.880	0.000	0.000	0.721	0.934	0.667	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.879
			0.773					0.791					0.925					0.946					0.250				

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:30 PM	69	77	29	0	0	23	66	34	0	0	46	141	71	0	0	9	117	25	5	0		0	0	0	0	4	716
4:45 PM	54	90	29	0	0	27	59	45	0	0	40	194	75	0	0	10	94	23	2	0		0	0	0	0	3	745
5:00 PM	57	92	23	0	0	24	78	31	0	0	74	182	98	0	0	24	132	26	5	0		0	0	0	0	2	848
5:15 PM	57	98	27	0	0	30	87	46	0	0	51	182	67	0	0	12	120	23	3	0		0	0	0	0	0	803
5:30 PM	52	91	29	0	0	25	80	53	0	0	65	193	86	0	0	13	136	30	5	0		0	0	0	0	0	858
5:45 PM	49	110	22	0	0	26	98	57	0	0	65	187	71	0	0	13	121	21	6	0		0	0	0	0	1	847
6:00 PM	58	67	27	0	0	26	74	37	0	0	77	202	92	0	0	14	135	29	4	0		0	0	0	0	0	842
6:15 PM	58	79	32	0	0	32	98	52	0	0	74	158	69	0	0	16	111	32	5	0		0	0	0	0	3	819
6:30 PM	48	88	41	0	0	27	85	58	0	0	57	170	91	0	0	14	131	29	7	0		0	0	0	0	1	847
6:45 PM	42	76	30	0	0	28	117	42	0	0	63	148	62	0	0	22	99	20	3	0		0	0	0	0	1	753
7:00 PM	52	76	26	0	0	35	89	49	0	0	55	126	62	0	0	10	81	20	4	0		0	0	0	0	2	687
7:15 PM	36	57	25	0	0	26	78	48	0	0	38	155	66	0	0	16	77	24	5	0		0	0	0	0	1	652
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	632	1001	340	0	0	329	1009	552	0	0	705	2038	910	0	0	173	1354	302	54	0	0	0	0	0	0	18	9417
APPROACH %'s :	32.03%	50.73%	17.23%	0.00%	0.00%	17.41%	53.39%	29.21%	0.00%	0.00%	19.30%	55.79%	24.91%	0.00%	0.00%	9.19%	71.91%	16.04%	2.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	05:30 PM - 06:30 PM																										TOTAL
PEAK HR VOL :	217	347	110	0	0	109	350	199	0	0	281	740	318	0	0	56	503	112	20	0	0	0	0	0	0	4	3366
PEAK HR FACTOR :	0.935	0.789	0.859	0.000	0.000	0.852	0.893	0.873	0.000	0.000	0.912	0.916	0.864	0.000	0.000	0.875	0.925	0.875	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.981
			0.931					0.904					0.902					0.939					0.333				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N 1st St & E Magnolia Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-011
Date: 4/26/2018

Total

NS/EW Streets:	N 1st St					N 1st St					E Magnolia Blvd					E Magnolia Blvd											
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	21	14	4	0	0	6	25	18	0	0	7	53	24	0	0	5	88	2	0	0		0	0	0	0	0	267
7:15 AM	33	15	7	0	0	7	34	20	0	0	5	65	32	0	0	5	103	5	1	0		0	0	0	0	1	333
7:30 AM	38	19	10	0	0	5	47	43	0	0	12	114	43	0	0	8	143	4	1	0		0	0	0	0	0	487
7:45 AM	39	29	15	0	0	5	71	67	0	0	17	111	38	0	0	18	150	2	1	0		0	0	0	0	1	564
8:00 AM	47	27	10	0	0	8	62	50	0	0	18	97	38	0	0	5	163	3	0	0		0	0	0	0	1	529
8:15 AM	38	25	10	0	0	6	54	39	0	0	14	111	60	0	0	8	168	9	0	0		0	0	0	0	1	543
8:30 AM	55	22	17	0	0	10	64	49	0	0	15	108	41	0	0	11	134	12	2	0		0	0	0	0	0	540
8:45 AM	58	20	11	0	0	5	48	42	0	0	17	114	52	0	0	12	165	5	0	0		0	0	0	0	0	549
9:00 AM	47	25	12	0	0	10	40	32	0	0	11	98	38	0	0	10	155	10	1	0		0	0	0	0	0	489
9:15 AM	41	22	8	0	0	13	48	27	0	0	28	93	35	0	0	11	118	12	2	0		0	0	0	0	0	458
9:30 AM	45	31	17	0	0	6	43	32	0	0	19	82	22	0	0	6	125	15	2	0		0	0	0	0	0	445
9:45 AM	46	34	11	0	0	11	42	19	0	0	24	93	30	0	0	5	103	14	2	0		0	0	0	0	1	435
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	508	283	132	0	0	92	578	438	0	0	187	1139	453	0	0	104	1615	93	12	0	0	0	0	0	0	5	5639
APPROACH %'s :	55.04%	30.66%	14.30%	0.00%	0.00%	8.30%	52.17%	39.53%	0.00%	0.00%	10.51%	64.02%	25.46%	0.00%	0.00%	5.70%	88.54%	5.10%	0.66%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	07:45 AM - 08:45 AM																										TOTAL
PEAK HR VOL :	179	103	52	0	0	29	251	205	0	0	64	427	177	0	0	42	615	26	3	0	0	0	0	0	0	3	2176
PEAK HR FACTOR :	0.814	0.888	0.765	0.000	0.000	0.725	0.884	0.765	0.000	0.000	0.889	0.962	0.738	0.000	0.000	0.583	0.915	0.542	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.965
			0.888					0.848					0.903					0.927					0.750				

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	1	2	1	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:30 PM	58	84	31	0	0	27	84	41	0	0	48	146	67	0	0	24	113	32	6	0		0	0	0	0	0	761
4:45 PM	52	83	32	0	0	20	78	47	0	0	49	183	95	0	0	18	112	31	4	0		0	0	0	0	3	807
5:00 PM	65	84	31	0	0	30	90	59	0	0	61	191	91	0	0	14	149	30	2	0		0	0	0	0	3	900
5:15 PM	56	90	45	0	0	33	104	45	0	0	54	170	88	0	0	19	125	20	3	0		0	0	0	0	2	854
5:30 PM	55	89	29	0	0	38	81	59	0	0	83	209	116	0	0	18	154	37	5	0		0	0	0	0	1	974
5:45 PM	57	91	34	0	0	35	103	54	0	0	74	181	81	0	0	19	107	34	7	0		0	0	0	0	0	877
6:00 PM	49	110	41	0	0	33	104	45	0	0	78	181	96	0	0	18	138	26	14	0		0	0	0	0	1	934
6:15 PM	59	97	41	0	0	49	112	61	0	0	75	182	89	0	0	13	126	25	7	0		0	0	0	0	1	937
6:30 PM	54	104	34	0	0	44	106	49	0	0	73	167	95	0	0	23	105	29	3	0		0	0	0	0	0	886
6:45 PM	49	119	53	0	0	42	107	46	0	0	63	172	82	0	0	16	104	23	8	0		0	0	0	0	3	887
7:00 PM	40	135	67	0	0	50	95	48	0	0	65	141	72	0	0	27	108	19	9	0		0	0	0	0	2	878
7:15 PM	52	127	69	0	0	38	78	58	0	0	66	165	60	0	0	29	123	33	4	0		0	0	0	0	4	906
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	646	1213	507	0	0	439	1142	612	0	0	789	2088	1032	0	0	238	1464	339	72	0	0	0	0	0	0	20	10601
APPROACH %'s :	27.30%	51.27%	21.43%	0.00%	0.00%	20.02%	52.07%	27.91%	0.00%	0.00%	20.18%	53.42%	26.40%	0.00%	0.00%	11.26%	69.29%	16.04%	3.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	05:30 PM - 06:30 PM																										TOTAL
PEAK HR VOL :	220	387	145	0	0	155	400	219	0	0	310	753	382	0	0	68	525	122	33	0	0	0	0	0	0	3	3722
PEAK HR FACTOR :	0.932	0.880	0.884	0.000	0.000	0.791	0.893	0.898	0.000	0.000	0.934	0.901	0.823	0.000	0.000	0.895	0.852	0.824	0.589	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.955
			0.940					0.872					0.885					0.874					0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Victory Blvd & Magnolia Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-009
Date: 4/24/2018

Total

NS/EW Streets:	N Victory Blvd				N Victory Blvd				Magnolia Blvd				Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	81	8	0	31	153	18	0	19	61	28	0	31	66	24	0	538
7:15 AM	36	67	13	0	34	197	25	0	18	78	35	0	25	87	25	0	640
7:30 AM	20	86	15	0	35	235	34	0	16	96	51	0	46	103	22	0	759
7:45 AM	42	114	16	0	52	208	32	0	25	143	61	0	44	156	30	0	923
8:00 AM	34	123	14	0	34	224	24	0	31	98	50	0	48	114	26	0	820
8:15 AM	37	96	17	0	56	219	36	0	30	121	54	0	76	135	28	0	905
8:30 AM	29	124	21	0	54	251	30	0	32	128	52	0	47	129	27	0	924
8:45 AM	34	104	13	0	49	210	37	0	21	143	39	0	45	152	34	0	881
9:00 AM	47	125	19	0	47	225	28	0	25	119	57	0	44	111	38	0	885
9:15 AM	26	109	23	0	40	171	34	0	31	80	44	0	45	80	34	0	717
9:30 AM	27	112	15	0	36	150	24	0	27	125	37	0	40	111	49	0	753
9:45 AM	40	135	22	0	47	150	31	0	40	101	51	0	39	112	44	0	812
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	390	1276	196	0	515	2393	353	0	315	1293	559	0	530	1356	381	0	9557
APPROACH %'s :	20.95%	68.53%	10.53%	0.00%	15.79%	73.38%	10.82%	0.00%	14.54%	59.67%	25.80%	0.00%	23.38%	59.81%	16.81%	0.00%	
PEAK HR :	**08:15 AM - 09:15 AM**																TOTAL
PEAK HR VOL :	147	449	70	0	206	905	131	0	108	511	202	0	212	527	127	0	3595
PEAK HR FACTOR :	0.782	0.898	0.833	0.000	0.920	0.901	0.885	0.000	0.844	0.893	0.886	0.000	0.697	0.867	0.836	0.000	0.973
	0.872				0.927				0.968				0.906				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	31	165	21	0	43	138	29	0	36	178	39	0	34	124	52	0	890
4:45 PM	53	195	43	0	57	182	28	0	47	177	46	0	30	135	45	0	1038
5:00 PM	39	183	27	0	46	201	34	0	41	194	45	0	48	144	51	0	1053
5:15 PM	52	183	27	0	60	204	35	0	39	219	46	0	34	163	60	0	1122
5:30 PM	59	201	24	0	51	234	45	0	40	223	28	0	28	153	66	0	1152
5:45 PM	50	184	29	0	67	178	30	0	43	242	44	0	36	151	39	0	1093
6:00 PM	65	228	40	1	46	173	36	0	36	217	31	0	21	161	65	0	1120
6:15 PM	52	158	36	0	69	196	33	0	40	243	48	0	20	161	47	0	1103
6:30 PM	41	194	30	0	61	201	38	0	25	166	42	0	26	139	63	0	1026
6:45 PM	42	149	34	0	57	168	41	0	29	172	55	0	37	140	61	0	985
7:00 PM	34	144	32	0	46	162	43	0	44	155	27	0	29	130	46	0	892
7:15 PM	40	126	22	0	68	187	44	0	29	146	27	0	26	129	38	0	882
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	558	2110	365	1	671	2224	436	0	449	2332	478	0	369	1730	633	0	12356
APPROACH %'s :	18.39%	69.55%	12.03%	0.03%	20.14%	66.77%	13.09%	0.00%	13.78%	71.56%	14.67%	0.00%	13.51%	63.32%	23.17%	0.00%	
PEAK HR :	**05:15 PM - 06:15 PM**																TOTAL
PEAK HR VOL :	226	796	120	1	224	789	146	0	158	901	149	0	119	628	230	0	4487
PEAK HR FACTOR :	0.869	0.873	0.750	0.250	0.836	0.843	0.811	0.000	0.919	0.931	0.810	0.000	0.826	0.963	0.871	0.000	0.974
	0.856				0.878				0.918				0.950				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Victory Blvd & Magnolia Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-009
Date: 4/25/2018

Total

NS/EW Streets:	N Victory Blvd				N Victory Blvd				Magnolia Blvd				Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	30	74	14	0	22	182	23	0	16	59	31	0	35	84	22	0	592
7:15 AM	20	59	19	0	36	193	22	0	26	64	24	0	21	100	17	0	601
7:30 AM	29	98	14	0	44	226	28	0	17	103	51	0	38	121	20	0	789
7:45 AM	45	127	21	0	38	226	46	0	15	166	72	0	54	149	23	0	982
8:00 AM	38	138	19	0	49	259	30	0	31	108	52	0	60	142	18	0	944
8:15 AM	33	103	20	0	48	241	26	0	32	130	48	0	51	155	36	0	923
8:30 AM	35	130	20	0	51	262	27	0	23	137	46	0	38	115	33	0	917
8:45 AM	23	101	17	0	48	224	39	0	32	132	50	0	38	148	29	0	881
9:00 AM	29	99	19	0	57	226	30	0	36	127	59	0	33	123	37	0	875
9:15 AM	42	104	25	0	47	206	37	0	23	118	61	0	41	116	41	0	861
9:30 AM	31	104	26	0	37	179	28	0	24	119	50	0	38	112	35	0	783
9:45 AM	43	116	14	0	52	182	33	0	22	122	57	0	35	124	43	0	843
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	398	1253	228	0	529	2606	369	0	297	1385	601	0	482	1489	354	0	9991
APPROACH %'s :	21.18%	66.68%	12.13%	0.00%	15.10%	74.37%	10.53%	0.00%	13.01%	60.67%	26.33%	0.00%	20.73%	64.04%	15.23%	0.00%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	151	498	80	0	186	988	129	0	101	541	218	0	203	561	110	0	3766
PEAK HR FACTOR :	0.839	0.902	0.952	0.000	0.912	0.943	0.701	0.000	0.789	0.815	0.757	0.000	0.846	0.905	0.764	0.000	0.959
	0.935				0.958				0.850				0.903				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	48	176	21	0	50	171	42	0	43	184	41	0	32	147	49	0	1004
4:45 PM	42	199	31	0	67	218	40	0	30	191	53	0	23	130	47	0	1071
5:00 PM	58	194	46	0	58	209	40	0	27	202	60	0	32	154	40	0	1120
5:15 PM	61	202	30	0	53	209	39	0	41	203	40	0	38	153	56	0	1125
5:30 PM	62	226	27	0	51	223	44	0	46	208	43	0	40	140	46	0	1156
5:45 PM	56	165	39	0	66	201	48	0	40	225	45	0	43	179	41	0	1148
6:00 PM	53	240	41	0	60	247	43	0	35	216	43	0	25	125	49	0	1177
6:15 PM	58	150	39	0	61	218	50	0	45	231	56	0	22	186	54	0	1170
6:30 PM	51	171	29	0	68	194	55	0	31	180	52	0	34	142	63	0	1070
6:45 PM	37	145	23	0	45	190	31	0	42	185	45	0	28	139	37	0	947
7:00 PM	38	119	18	0	46	178	27	0	29	180	50	0	17	119	41	0	862
7:15 PM	27	130	26	0	50	149	37	0	40	165	42	0	31	116	37	0	850
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	591	2117	370	0	675	2407	496	0	449	2370	570	0	365	1730	560	0	12700
APPROACH %'s :	19.20%	68.78%	12.02%	0.00%	18.87%	67.27%	13.86%	0.00%	13.25%	69.93%	16.82%	0.00%	13.75%	65.16%	21.09%	0.00%	
PEAK HR :	**05:30 PM - 06:30 PM**																TOTAL
PEAK HR VOL :	229	781	146	0	238	889	185	0	166	880	187	0	130	630	190	0	4651
PEAK HR FACTOR :	0.923	0.814	0.890	0.000	0.902	0.900	0.925	0.000	0.902	0.952	0.835	0.000	0.756	0.847	0.880	0.000	0.988
	0.865				0.937				0.928				0.903				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Victory Blvd & Magnolia Blvd
City: Burbank
Control: Signalized

Project ID: 18-05253-009
Date: 4/26/2018

Total

NS/EW Streets:	N Victory Blvd				N Victory Blvd				Magnolia Blvd				Magnolia Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	22	65	13	0	26	158	17	0	19	60	22	0	31	61	19	0	513
7:15 AM	19	71	15	0	36	186	13	0	19	69	36	0	30	79	14	0	587
7:30 AM	20	116	12	0	43	241	31	0	12	116	46	0	35	109	32	0	813
7:45 AM	46	127	15	0	50	230	34	0	28	140	62	0	46	137	36	0	951
8:00 AM	42	142	23	0	43	247	21	0	37	117	63	0	57	123	27	0	942
8:15 AM	39	95	19	0	39	218	28	0	20	147	61	0	68	151	41	0	926
8:30 AM	28	110	16	0	64	239	27	0	30	122	59	0	44	118	30	0	887
8:45 AM	35	122	22	1	49	252	30	0	31	140	42	0	53	153	33	0	963
9:00 AM	29	119	13	0	48	242	25	0	21	114	46	0	36	121	36	0	850
9:15 AM	35	117	20	0	44	184	32	0	37	103	52	0	39	122	40	0	825
9:30 AM	32	114	18	0	35	155	37	0	31	121	64	0	47	120	35	0	809
9:45 AM	35	154	21	0	45	167	35	0	34	92	63	0	34	108	38	0	826
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	382	1352	207	1	522	2519	330	0	319	1341	616	0	520	1402	381	0	9892
APPROACH %'s :	19.67%	69.62%	10.66%	0.05%	15.49%	74.73%	9.79%	0.00%	14.02%	58.92%	27.07%	0.00%	22.58%	60.88%	16.54%	0.00%	
PEAK HR :	**08:00 AM - 09:00 AM**																TOTAL
PEAK HR VOL :	144	469	80	1	195	956	106	0	118	526	225	0	222	545	131	0	3718
PEAK HR FACTOR :	0.857	0.826	0.870	0.250	0.762	0.948	0.883	0.000	0.797	0.895	0.893	0.000	0.816	0.891	0.799	0.000	0.965
	0.838				0.949				0.953				0.863				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	45	191	23	0	59	189	54	0	31	182	51	0	31	147	56	0	1059
4:45 PM	39	173	25	0	83	214	33	0	39	177	52	0	39	122	48	0	1044
5:00 PM	64	176	36	0	72	214	35	0	36	201	56	0	30	169	59	0	1148
5:15 PM	54	221	38	0	64	224	42	0	38	214	43	0	37	154	56	0	1185
5:30 PM	51	219	40	0	79	225	42	0	33	202	46	0	40	164	56	0	1197
5:45 PM	52	190	36	0	65	195	35	0	42	258	52	0	23	179	53	0	1180
6:00 PM	53	228	37	0	75	235	45	0	44	210	29	0	35	163	46	0	1200
6:15 PM	59	193	31	0	63	197	35	0	42	234	50	0	34	184	52	0	1174
6:30 PM	47	167	31	0	81	245	43	0	44	214	44	0	39	141	52	0	1148
6:45 PM	44	174	26	0	60	184	34	0	27	228	43	0	36	159	48	0	1063
7:00 PM	49	136	22	0	52	158	32	0	37	177	33	0	22	121	43	0	882
7:15 PM	36	143	33	0	72	176	44	0	35	175	30	0	33	144	56	0	977
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	593	2211	378	0	825	2456	474	0	448	2472	529	0	399	1847	625	0	13257
APPROACH %'s :	18.64%	69.48%	11.88%	0.00%	21.97%	65.41%	12.62%	0.00%	12.99%	71.67%	15.34%	0.00%	13.90%	64.33%	21.77%	0.00%	
PEAK HR :	**05:15 PM - 06:15 PM**																TOTAL
PEAK HR VOL :	210	858	151	0	283	879	164	0	157	884	170	0	135	660	211	0	4762
PEAK HR FACTOR :	0.972	0.941	0.944	0.000	0.896	0.935	0.911	0.000	0.892	0.857	0.817	0.000	0.844	0.922	0.942	0.000	0.992
	0.958				0.934				0.860				0.967				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Victory Blvd/ S Main St & W Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-023
Date: 4/24/2018

Total

NS/EW Streets:	S Victory Blvd/ S Main St					S Victory Blvd/ S Main St					W Verdugo Ave					W Verdugo Ave											
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	0	0	0	1	2	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	10	73	0	0	0	5	119	6	0	41	2	10	15	0	12	0	14	8	0	1		0	0	0	0	0	316
7:15 AM	6	66	6	0	0	6	128	12	0	50	10	7	23	0	2	2	16	8	0	2		0	0	0	0	0	344
7:30 AM	21	93	2	0	0	5	144	29	0	84	29	21	18	0	10	0	33	5	0	7		0	0	0	0	0	501
7:45 AM	19	96	2	0	0	9	156	33	0	98	42	38	38	0	20	5	41	23	0	4		0	0	0	0	0	624
8:00 AM	13	97	1	0	0	7	156	12	0	72	22	33	39	0	14	4	18	21	0	6		0	0	0	0	0	515
8:15 AM	17	105	4	0	0	11	196	6	0	65	8	20	35	0	13	5	17	18	0	5		0	0	0	0	0	525
8:30 AM	24	121	7	0	0	20	177	4	0	49	10	28	36	0	4	5	26	13	0	3		0	0	0	0	0	527
8:45 AM	26	108	4	1	0	12	157	6	0	72	6	28	21	0	2	5	22	8	0	4		0	0	0	0	0	482
9:00 AM	19	120	3	0	0	11	145	13	0	52	14	24	24	0	3	4	18	19	0	4		0	0	0	0	0	473
9:15 AM	26	99	10	0	0	10	105	7	0	41	11	17	20	0	8	4	22	4	0	2		0	0	0	0	0	386
9:30 AM	19	112	3	1	0	11	114	13	0	40	13	26	19	0	6	6	20	13	0	6		0	0	0	0	0	422
9:45 AM	15	113	5	1	0	8	129	13	0	41	9	21	24	0	8	3	17	8	0	1		0	0	0	0	0	416
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	215	1203	47	3	0	115	1726	154	0	705	176	273	312	0	102	43	264	148	0	45	0	0	0	0	0	0	5531
APPROACH %'s :	14.65%	81.95%	3.20%	0.20%	0.00%	4.26%	63.93%	5.70%	0.00%	26.11%	20.39%	31.63%	36.15%	0.00%	11.82%	8.60%	52.80%	29.60%	0.00%	9.00%							
PEAK HR :	07:45 AM - 08:45 AM																										TOTAL
PEAK HR VOL :	73	419	14	0	0	47	685	55	0	284	82	119	148	0	51	19	102	75	0	18	0	0	0	0	0	0	2191
PEAK HR FACTOR :	0.760	0.866	0.500	0.000	0.000	0.588	0.874	0.417	0.000	0.724	0.488	0.783	0.949	0.000	0.638	0.950	0.622	0.815	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.878
			0.832					0.905					0.725					0.733									

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	0	0	0	1	2	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:30 PM	21	139	4	0	0	6	123	11	0	48	16	15	40	0	2	1	15	12	0	0		0	0	0	0	0	453
4:45 PM	24	177	2	0	0	4	151	12	0	53	15	21	36	0	6	0	19	10	0	0		0	0	0	0	0	530
5:00 PM	26	174	4	0	0	9	179	15	0	54	16	25	41	0	7	1	23	19	0	2		0	0	0	0	0	595
5:15 PM	21	174	1	0	0	10	168	19	0	45	24	23	39	0	5	3	30	8	0	4		0	0	0	0	0	574
5:30 PM	30	177	5	1	0	9	172	15	0	43	15	36	36	0	3	0	18	17	0	2		0	0	0	0	0	579
5:45 PM	33	174	2	0	0	13	168	15	0	46	15	13	35	0	6	0	28	18	0	2		0	0	0	0	0	568
6:00 PM	26	178	8	1	0	11	135	9	0	32	21	32	66	0	3	5	24	11	0	0		0	0	0	0	0	562
6:15 PM	25	161	10	0	0	16	175	12	0	43	15	27	42	0	7	1	17	11	0	1		0	0	0	0	0	563
6:30 PM	18	129	4	0	0	13	162	6	0	45	17	33	46	0	6	3	22	11	0	2		0	0	0	0	0	517
6:45 PM	23	138	9	0	0	10	167	10	0	31	12	16	29	0	7	1	18	10	0	1		0	0	0	0	0	482
7:00 PM	14	113	0	1	0	15	106	11	0	31	7	25	35	0	4	3	15	9	0	1		0	0	0	0	0	390
7:15 PM	13	121	3	0	0	5	130	13	0	34	17	14	27	0	3	0	13	15	0	1		0	0	0	0	0	409
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	274	1855	52	3	0	121	1836	148	0	505	190	280	472	0	59	18	242	151	0	16	0	0	0	0	0	0	6222
APPROACH %'s :	12.55%	84.94%	2.38%	0.14%	0.00%	4.64%	70.34%	5.67%	0.00%	19.35%	18.98%	27.97%	47.15%	0.00%	5.89%	4.22%	56.67%	35.36%	0.00%	3.75%							
PEAK HR :	05:00 PM - 06:00 PM																										TOTAL
PEAK HR VOL :	110	699	12	1	0	41	687	64	0	188	70	97	151	0	21	4	99	62	0	10	0	0	0	0	0	0	2316
PEAK HR FACTOR :	0.833	0.987	0.600	0.250	0.000	0.788	0.959	0.842	0.000	0.870	0.729	0.674	0.921	0.000	0.750	0.333	0.825	0.816	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.973
			0.965					0.953					0.931					0.911									

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Victory Blvd/ S Main St & W Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-023
Date: 4/25/2018

Total

NS/EW Streets:	S Victory Blvd/ S Main St					S Victory Blvd/ S Main St					W Verdugo Ave					W Verdugo Ave											
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	0	0	0	1	2	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	5	54	2	0	0	10	128	13	0	43	6	15	23	0	6	0	19	5	0	1		0	0	0	0	0	330
7:15 AM	11	78	1	0	0	7	123	6	0	44	10	12	20	0	1	1	23	12	0	2		0	0	0	0	0	351
7:30 AM	20	101	3	0	0	7	149	26	0	86	34	18	21	0	8	4	42	11	0	6		0	0	0	0	0	536
7:45 AM	18	115	3	0	0	7	208	32	0	106	44	35	45	0	18	4	33	19	0	2		0	0	0	0	0	689
8:00 AM	8	111	3	0	0	8	190	16	0	70	20	35	46	0	6	1	13	17	0	6		0	0	0	0	0	550
8:15 AM	23	127	1	0	1	14	189	10	0	69	14	23	24	0	7	3	7	16	0	10		0	0	0	0	0	538
8:30 AM	21	122	5	0	0	10	183	9	0	54	23	35	47	0	4	2	28	9	0	0		0	0	0	0	0	552
8:45 AM	16	116	4	0	0	10	148	5	0	76	5	26	26	0	4	1	22	15	0	3		0	0	0	0	0	477
9:00 AM	12	104	6	0	0	15	172	6	0	68	9	23	45	0	10	5	29	14	0	6		0	0	0	0	0	524
9:15 AM	19	107	3	0	0	8	135	12	0	57	9	21	29	0	6	3	26	9	0	3		0	0	0	0	0	447
9:30 AM	18	94	4	0	0	11	139	11	0	44	14	24	21	0	6	4	23	6	0	3		0	0	0	0	0	422
9:45 AM	19	122	6	0	0	8	124	14	0	62	14	15	35	0	7	4	18	19	0	0		0	0	0	0	0	467
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	190	1251	41	0	1	115	1888	160	0	779	202	282	382	0	83	32	283	152	0	42	0	0	0	0	0	0	5883
APPROACH %'s :	12.81%	84.36%	2.76%	0.00%	0.07%	3.91%	64.17%	5.44%	0.00%	26.48%	21.29%	29.72%	40.25%	0.00%	8.75%	6.29%	55.60%	29.86%	0.00%	8.25%							
PEAK HR :	07:45 AM - 08:45 AM																										TOTAL
PEAK HR VOL :	70	475	12	0	1	39	770	67	0	299	101	128	162	0	35	10	81	61	0	18	0	0	0	0	0	0	2329
PEAK HR FACTOR :	0.761	0.935	0.600	0.000	0.250	0.696	0.925	0.523	0.000	0.705	0.574	0.914	0.862	0.000	0.486	0.625	0.614	0.803	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.000	0.845
			0.918					0.832					0.750					0.733									

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	0	0	0	1	2	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:30 PM	18	160	6	0	0	15	149	9	0	47	23	16	40	0	3	3	13	10	0	0		0	0	0	0	0	512
4:45 PM	23	180	2	0	0	11	130	10	0	40	15	18	32	0	6	0	18	12	0	0		0	0	0	0	0	497
5:00 PM	28	215	1	0	0	11	164	8	0	57	22	21	44	0	7	0	34	16	0	2		0	0	0	0	0	630
5:15 PM	29	193	2	0	0	4	193	12	0	49	15	33	33	0	5	2	27	11	0	1		0	0	0	0	0	609
5:30 PM	32	198	4	0	0	12	160	12	0	57	35	24	53	0	7	4	27	18	0	1		0	0	0	0	0	644
5:45 PM	23	218	5	1	0	12	177	10	0	50	26	28	46	0	5	1	20	22	0	3		0	0	0	0	0	647
6:00 PM	22	183	3	0	0	11	192	13	0	51	26	24	52	0	9	0	34	13	0	4		0	0	0	0	0	637
6:15 PM	28	193	6	0	0	15	202	5	0	61	11	17	25	0	6	3	27	15	0	0		0	0	0	0	0	614
6:30 PM	22	150	5	0	0	16	175	10	0	37	22	39	43	0	7	1	27	12	0	2		0	0	0	0	0	568
6:45 PM	20	161	3	1	0	8	153	6	0	36	17	26	44	0	3	1	23	7	0	3		0	0	0	0	0	512
7:00 PM	18	123	7	0	0	6	129	15	0	35	13	20	34	0	7	1	17	12	0	3		0	0	0	0	0	440
7:15 PM	11	99	3	0	0	10	107	9	0	40	12	16	31	0	6	3	14	5	0	1		0	0	0	0	0	367
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	274	2073	47	2	0	131	1931	119	0	560	237	282	477	0	71	19	281	153	0	20	0	0	0	0	0	0	6677
APPROACH %'s :	11.44%	86.52%	1.96%	0.08%	0.00%	4.78%	70.45%	4.34%	0.00%	20.43%	22.21%	26.43%	44.70%	0.00%	6.65%	4.02%	59.41%	32.35%	0.00%	4.23%							
PEAK HR :	05:30 PM - 06:30 PM																										TOTAL
PEAK HR VOL :	105	792	18	1	0	50	731	40	0	219	98	93	176	0	27	8	108	68	0	8	0	0	0	0	0	0	2542
PEAK HR FACTOR :	0.820	0.908	0.750	0.250	0.000	0.833	0.905	0.769	0.000	0.898	0.700	0.830	0.830	0.000	0.750	0.500	0.794	0.773	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.982
			0.927					0.919					0.828					0.941									

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Victory Blvd & W Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-023
Date: 4/26/2018

Total

NS/EW Streets:	S Victory Blvd					S Victory Blvd					W Verdugo Ave					W Verdugo Ave											
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	0	0	0	1	2	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
7:00 AM	6	68	2	0	0	4	102	7	0	43	7	13	23	0	5	0	12	10	0	4		0	0	0	0	0	306
7:15 AM	11	59	0	0	0	7	110	13	0	48	13	16	15	0	1	2	20	4	0	1		0	0	0	0	0	320
7:30 AM	18	96	0	0	0	3	150	29	0	63	25	21	33	0	2	8	39	9	0	4		0	0	0	0	0	500
7:45 AM	22	106	9	0	1	6	174	29	0	111	44	36	36	0	14	4	38	21	0	6		0	0	0	0	0	657
8:00 AM	19	130	3	1	0	7	172	8	0	74	22	28	40	0	13	5	19	16	0	5		0	0	0	0	0	562
8:15 AM	11	104	5	0	0	13	188	12	0	83	10	19	30	0	7	6	14	13	0	5		0	0	0	0	0	520
8:30 AM	27	113	3	0	0	16	161	15	0	64	14	21	22	0	3	2	19	10	0	6		0	0	0	0	0	496
8:45 AM	15	117	4	0	0	7	156	11	0	93	13	32	35	0	7	5	24	10	0	4		0	0	0	0	0	533
9:00 AM	23	117	3	0	0	4	166	8	0	68	14	20	25	0	3	3	22	16	0	1		0	0	0	0	0	493
9:15 AM	20	121	5	0	0	8	110	12	0	49	10	14	25	0	6	2	26	11	0	3		0	0	0	0	0	422
9:30 AM	19	123	2	0	1	11	135	9	0	44	8	21	24	0	4	3	18	12	0	1		0	0	0	0	0	435
9:45 AM	10	107	6	0	0	5	129	7	0	48	15	20	28	0	2	4	20	14	0	3		0	0	0	0	0	418
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	201	1261	42	1	2	91	1753	160	0	788	195	261	336	0	67	44	271	146	0	43	0	0	0	0	0	0	5662
APPROACH %'s :	13.34%	83.68%	2.79%	0.07%	0.13%	3.26%	62.79%	5.73%	0.00%	28.22%	22.70%	30.38%	39.12%	0.00%	7.80%	8.73%	53.77%	28.97%	0.00%	8.53%							
PEAK HR :	07:30 AM - 08:30 AM																										TOTAL
PEAK HR VOL :	70	436	17	1	1	29	684	78	0	331	101	104	139	0	36	23	110	59	0	20	0	0	0	0	0	0	2239
PEAK HR FACTOR :	0.795	0.838	0.472	0.250	0.250	0.558	0.910	0.672	0.000	0.745	0.574	0.722	0.869	0.000	0.643	0.719	0.705	0.702	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.852
			0.858					0.877					0.731					0.768									

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2						
	1	2	0	0	0	1	2	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
4:30 PM	31	164	1	0	1	18	143	15	0	44	21	18	38	0	8	2	13	13	0	1		0	0	0	0	0	531
4:45 PM	20	181	8	0	0	8	162	16	0	34	14	25	41	0	6	3	15	10	0	0		0	0	0	0	0	543
5:00 PM	37	226	4	1	0	9	178	21	0	49	17	28	41	0	3	1	27	11	0	0		0	0	0	0	0	653
5:15 PM	25	198	4	0	0	14	193	7	0	47	30	29	43	0	5	3	21	15	0	6		0	0	0	0	0	640
5:30 PM	25	208	3	0	0	9	178	21	0	47	25	24	41	0	5	3	25	10	0	4		0	0	0	0	0	628
5:45 PM	23	207	7	0	0	16	170	10	0	57	13	29	56	0	7	1	35	10	0	4		0	0	0	0	0	645
6:00 PM	25	191	6	0	0	11	168	15	2	41	23	45	46	0	9	2	37	17	0	0		0	0	0	0	0	638
6:15 PM	27	168	5	0	0	11	188	18	0	45	16	24	42	0	5	1	19	11	0	1		0	0	0	0	0	581
6:30 PM	26	146	2	0	0	10	195	11	0	41	16	23	43	0	4	5	30	10	0	1		0	0	0	0	0	563
6:45 PM	19	153	5	0	0	9	171	11	0	47	12	20	31	0	5	2	10	14	0	2		0	0	0	0	0	511
7:00 PM	20	153	6	0	0	3	117	8	0	30	20	21	39	0	10	3	15	10	0	1		0	0	0	0	0	456
7:15 PM	16	147	4	0	0	4	131	12	0	28	11	19	20	0	4	0	8	11	0	2		0	0	0	0	0	417
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L	N2U	N2L2	N2T2	N2R2	N2U2	TOTAL
TOTAL VOLUMES :	294	2142	55	1	1	122	1994	165	2	510	218	305	481	0	71	26	255	142	0	22	0	0	0	0	0	0	6806
APPROACH %'s :	11.79%	85.92%	2.21%	0.04%	0.04%	4.37%	71.39%	5.91%	0.07%	18.26%	20.28%	28.37%	44.74%	0.00%	6.60%	5.84%	57.30%	31.91%	0.00%	4.94%							
PEAK HR :	05:00 PM - 06:00 PM																										TOTAL
PEAK HR VOL :	110	839	18	1	0	48	719	59	0	200	85	110	181	0	20	8	108	46	0	14	0	0	0	0	0	0	2566
PEAK HR FACTOR :	0.743	0.928	0.643	0.250	0.000	0.750	0.931	0.702	0.000	0.877	0.708	0.948	0.808	0.000	0.714	0.667	0.771	0.767	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.982
			0.903					0.983					0.925					0.880									

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Glenoaks Blvd & E Olive Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-027
Date: 4/24/2018

Total

NS/EW Streets:	N Glenoaks Blvd				N Glenoaks Blvd				E Olive Ave				E Olive Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	23	65	10	0	9	135	32	0	10	22	13	0	18	46	14	0	397
7:15 AM	26	66	1	0	7	166	47	0	6	13	9	0	28	92	9	0	470
7:30 AM	36	114	6	0	9	174	35	0	21	27	12	0	25	86	6	0	551
7:45 AM	27	157	5	0	18	171	50	0	28	37	19	0	46	109	12	0	679
8:00 AM	30	106	4	0	11	237	38	0	24	30	21	0	28	103	9	0	641
8:15 AM	28	128	14	0	11	204	42	0	24	31	17	0	22	100	11	0	632
8:30 AM	47	121	8	0	12	235	49	0	17	24	25	0	27	118	6	0	689
8:45 AM	41	145	4	0	12	208	49	0	28	40	19	0	25	104	8	0	683
9:00 AM	38	122	10	0	13	187	54	0	18	29	19	0	21	91	10	0	612
9:15 AM	32	143	7	0	15	193	42	0	24	27	20	0	15	99	10	0	627
9:30 AM	33	131	19	0	19	185	54	0	24	36	22	0	10	81	14	0	628
9:45 AM	44	164	17	0	10	146	43	0	20	34	23	0	19	76	14	0	610
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	405	1462	105	0	146	2241	535	0	244	350	219	0	284	1105	123	0	7219
APPROACH %'s :	20.54%	74.14%	5.32%	0.00%	5.00%	76.69%	18.31%	0.00%	30.01%	43.05%	26.94%	0.00%	18.78%	73.08%	8.13%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	146	500	30	0	46	884	178	0	93	125	82	0	102	425	34	0	2645
PEAK HR FACTOR :	0.777	0.862	0.536	0.000	0.958	0.932	0.908	0.000	0.830	0.781	0.820	0.000	0.911	0.900	0.773	0.000	0.960
	0.889				0.936				0.862				0.929				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	32	225	18	0	17	204	37	0	38	56	28	0	15	56	10	0	736
4:45 PM	32	227	17	0	17	214	20	0	42	64	27	0	17	50	8	0	735
5:00 PM	35	251	27	0	15	257	43	0	51	71	37	0	12	58	19	1	877
5:15 PM	27	263	19	0	18	213	24	0	50	94	46	0	21	63	10	0	848
5:30 PM	21	249	15	0	31	244	14	0	46	87	41	0	21	54	22	0	845
5:45 PM	33	249	18	1	17	247	34	0	47	96	38	0	9	47	14	0	850
6:00 PM	32	280	24	0	19	274	25	0	43	71	37	0	14	46	18	0	883
6:15 PM	20	218	21	0	24	248	29	0	56	83	42	0	12	38	11	0	802
6:30 PM	16	239	17	0	21	202	22	0	51	73	27	0	15	41	9	0	733
6:45 PM	22	225	17	0	18	208	17	0	39	67	31	0	11	39	23	0	717
7:00 PM	24	217	12	0	15	209	24	0	40	66	32	0	13	38	15	0	705
7:15 PM	27	194	16	0	19	187	19	0	47	60	34	0	13	46	12	0	674
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	321	2837	221	1	231	2707	308	0	550	888	420	0	173	576	171	1	9405
APPROACH %'s :	9.50%	83.93%	6.54%	0.03%	7.12%	83.39%	9.49%	0.00%	29.60%	47.79%	22.60%	0.00%	18.78%	62.54%	18.57%	0.11%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	113	1041	76	1	85	978	97	0	186	348	162	0	65	210	64	0	3426
PEAK HR FACTOR :	0.856	0.929	0.792	0.250	0.685	0.892	0.713	0.000	0.930	0.906	0.880	0.000	0.774	0.833	0.727	0.000	0.970
	0.916				0.912				0.916				0.874				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Glenoaks Blvd & E Olive Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-027
Date: 4/25/2018

Total

NS/EW Streets:	N Glenoaks Blvd				N Glenoaks Blvd				E Olive Ave				E Olive Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	24	94	9	0	10	164	37	0	19	28	11	0	27	68	6	0	497
7:15 AM	28	112	6	0	9	229	27	0	13	28	9	0	22	85	7	0	575
7:30 AM	37	158	6	0	13	233	33	0	25	26	13	0	26	89	13	0	672
7:45 AM	47	239	10	0	17	294	50	0	35	38	17	0	35	140	16	1	939
8:00 AM	37	133	8	0	13	331	44	0	23	21	23	0	36	109	12	0	790
8:15 AM	39	194	5	0	11	282	56	0	27	28	27	0	39	113	8	0	829
8:30 AM	35	129	14	0	11	260	34	0	19	37	28	0	24	107	16	0	714
8:45 AM	50	168	14	0	16	298	59	0	23	44	18	0	29	93	4	0	816
9:00 AM	46	154	14	0	7	269	59	0	22	35	20	0	22	136	8	0	792
9:15 AM	28	154	6	0	11	255	64	0	20	37	24	0	21	90	13	0	723
9:30 AM	34	140	12	0	13	242	57	0	20	31	27	0	31	90	6	0	703
9:45 AM	31	173	11	0	16	219	45	0	27	33	29	0	26	105	14	0	729
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	436	1848	115	0	147	3076	565	0	273	386	246	0	338	1225	123	1	8779
APPROACH %'s :	18.17%	77.03%	4.79%	0.00%	3.88%	81.20%	14.92%	0.00%	30.17%	42.65%	27.18%	0.00%	20.04%	72.61%	7.29%	0.06%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	158	695	37	0	52	1167	184	0	104	124	95	0	134	469	52	1	3272
PEAK HR FACTOR :	0.840	0.727	0.661	0.000	0.765	0.881	0.821	0.000	0.743	0.816	0.848	0.000	0.859	0.838	0.813	0.250	0.871
	0.752				0.904				0.897				0.854				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	30	218	19	0	12	218	37	0	37	68	30	0	16	62	15	0	762
4:45 PM	28	260	27	0	17	258	28	0	41	56	36	1	21	56	12	0	841
5:00 PM	45	254	12	0	12	247	31	0	55	78	32	0	9	61	21	0	857
5:15 PM	37	252	16	0	24	290	31	0	61	82	40	0	13	54	15	0	915
5:30 PM	46	242	20	0	26	246	32	0	52	86	51	0	13	50	18	0	882
5:45 PM	27	265	12	0	20	284	33	0	62	92	48	0	15	48	8	0	914
6:00 PM	31	265	18	0	25	220	32	1	55	103	39	0	18	62	15	0	884
6:15 PM	28	276	26	0	16	285	35	0	41	67	41	0	16	65	17	0	913
6:30 PM	24	240	13	0	15	226	23	0	53	94	45	0	19	61	15	0	828
6:45 PM	18	216	22	0	15	224	23	0	48	87	40	0	20	45	13	0	771
7:00 PM	29	216	22	0	16	200	27	0	39	67	24	0	12	56	13	0	721
7:15 PM	29	204	26	1	19	191	20	2	29	74	24	0	13	50	16	0	698
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	372	2908	233	1	217	2889	352	3	573	954	450	1	185	670	178	0	9986
APPROACH %'s :	10.59%	82.75%	6.63%	0.03%	6.27%	83.47%	10.17%	0.09%	28.97%	48.23%	22.75%	0.05%	17.91%	64.86%	17.23%	0.00%	
PEAK HR :	**05:15 PM - 06:15 PM**																TOTAL
PEAK HR VOL :	141	1024	66	0	95	1040	128	1	230	363	178	0	59	214	56	0	3595
PEAK HR FACTOR :	0.766	0.966	0.825	0.000	0.913	0.897	0.970	0.250	0.927	0.881	0.873	0.000	0.819	0.863	0.778	0.000	0.982
	0.980				0.916				0.954				0.866				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Glenoaks Blvd & E Olive Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-027
Date: 4/26/2018

Total

NS/EW Streets:	N Glenoaks Blvd				N Glenoaks Blvd				E Olive Ave				E Olive Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	29	97	3	0	10	174	45	0	12	12	10	0	10	50	10	0	462
7:15 AM	24	99	7	1	9	221	38	0	12	17	10	0	27	87	8	0	560
7:30 AM	32	126	9	0	12	244	41	0	20	20	17	0	33	117	11	0	682
7:45 AM	47	224	8	0	14	234	45	0	34	34	16	0	39	124	16	0	835
8:00 AM	40	155	2	0	11	337	54	0	23	30	16	0	39	118	10	0	835
8:15 AM	31	188	11	0	14	293	47	0	20	32	20	0	27	102	12	0	797
8:30 AM	44	145	10	0	12	256	62	0	24	31	16	0	31	109	9	0	749
8:45 AM	47	168	12	0	11	318	61	0	22	29	39	0	24	93	8	0	832
9:00 AM	58	151	11	0	15	226	54	0	28	33	20	0	18	100	11	0	725
9:15 AM	38	147	6	0	10	236	56	0	20	36	25	0	22	81	6	0	683
9:30 AM	38	148	6	0	16	214	35	0	29	22	21	0	24	80	7	0	640
9:45 AM	38	146	12	0	13	172	57	0	17	19	29	0	32	78	7	0	620
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	466	1794	97	1	147	2925	595	0	261	315	239	0	326	1139	115	0	8420
APPROACH %'s :	19.76%	76.08%	4.11%	0.04%	4.01%	79.77%	16.23%	0.00%	32.02%	38.65%	29.33%	0.00%	20.63%	72.09%	7.28%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	162	712	31	0	51	1120	208	0	101	127	68	0	136	453	47	0	3216
PEAK HR FACTOR :	0.862	0.795	0.705	0.000	0.911	0.831	0.839	0.000	0.743	0.934	0.850	0.000	0.872	0.913	0.734	0.000	0.963
	0.811				0.858				0.881				0.888				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	24	247	14	0	17	258	32	0	50	69	30	0	14	40	15	0	810
4:45 PM	39	271	19	0	14	256	33	0	54	64	33	0	16	50	11	0	860
5:00 PM	23	304	24	0	20	242	37	0	42	70	43	0	18	57	18	0	898
5:15 PM	29	286	12	0	29	294	38	0	62	83	43	0	15	38	15	0	944
5:30 PM	35	262	17	0	15	270	23	0	49	68	37	0	13	55	11	0	855
5:45 PM	31	337	17	0	29	250	28	0	59	69	29	0	17	65	17	0	948
6:00 PM	29	278	18	0	25	265	18	0	53	88	37	0	21	71	20	0	923
6:15 PM	28	288	17	0	26	290	26	0	46	83	34	0	11	61	14	0	924
6:30 PM	30	278	17	0	22	248	32	0	47	77	44	0	19	49	12	0	875
6:45 PM	24	247	14	0	18	218	27	0	43	83	36	0	14	44	16	0	784
7:00 PM	29	229	20	0	14	202	17	0	48	53	35	0	14	54	6	0	721
7:15 PM	31	187	14	0	14	205	30	0	47	67	36	0	17	53	17	0	718
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	352	3214	203	0	243	2998	341	0	600	874	437	0	189	637	172	0	10260
APPROACH %'s :	9.34%	85.27%	5.39%	0.00%	6.78%	83.70%	9.52%	0.00%	31.40%	45.74%	22.87%	0.00%	18.94%	63.83%	17.23%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	124	1163	64	0	98	1079	107	0	223	308	146	0	66	229	63	0	3670
PEAK HR FACTOR :	0.886	0.863	0.889	0.000	0.845	0.918	0.704	0.000	0.899	0.875	0.849	0.000	0.786	0.806	0.788	0.000	0.968
	0.877				0.889				0.900				0.799				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S First St & E Olive Ave/ N Bonnywood Pl
City: Burbank
Control: Signalized

Project ID: 18-05253-014
Date: 4/24/2018

Total

NS/EW Streets:	S First St					S First St					E Olive Ave/ N Bonnywood Pl					E Olive Ave/ N Bonnywood Pl										
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND										
	1	2	0	0	0	1	2	1	0	0	1	2	0	0	0	1	2	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
7:00 AM	23	24	13	0	0	3	19	9	0	1	17	43	13	0	0	10	93	11	0	3	0	0	0	0	0	282
7:15 AM	33	28	6	0	0	5	28	10	0	1	16	47	30	0	0	12	115	22	0	8	0	0	0	0	0	361
7:30 AM	31	24	7	0	0	8	32	19	0	2	32	69	24	0	1	6	167	28	0	5	0	0	0	0	0	455
7:45 AM	50	34	14	0	0	13	58	31	0	2	30	91	28	0	0	10	159	17	0	10	0	0	0	0	0	547
8:00 AM	50	34	8	0	0	8	38	19	0	0	37	97	26	0	2	10	164	14	0	10	0	0	0	0	0	517
8:15 AM	70	28	12	0	1	8	46	15	0	2	30	97	29	0	1	11	169	15	0	4	0	0	0	0	0	538
8:30 AM	35	23	15	0	0	15	32	11	0	3	27	82	22	0	0	10	186	18	0	7	0	0	0	0	0	486
8:45 AM	83	40	17	0	1	13	43	19	0	3	23	120	31	0	0	8	168	17	0	6	0	0	0	0	0	592
9:00 AM	65	39	16	0	0	16	46	15	0	6	24	75	16	0	1	7	179	28	0	6	0	0	0	0	0	539
9:15 AM	68	38	7	0	1	10	53	35	0	3	18	95	26	0	0	10	165	25	0	6	0	0	0	0	0	560
9:30 AM	44	55	6	0	0	11	33	24	0	3	30	85	30	0	0	10	145	22	0	5	0	0	0	0	0	503
9:45 AM	53	49	23	0	1	10	44	21	0	3	33	107	29	0	0	17	159	18	0	12	0	0	0	0	0	579
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	605	416	144	0	4	120	472	228	0	29	317	1008	304	0	5	121	1869	235	0	82	0	0	0	0	0	5959
APPROACH %'s :	51.75%	35.59%	12.32%	0.00%	0.34%	14.13%	55.59%	26.86%	0.00%	3.42%	19.40%	61.69%	18.60%	0.00%	0.31%	5.24%	81.01%	10.19%	0.00%	3.55%						
PEAK HR :	08:45 AM - 09:45 AM																									TOTAL
PEAK HR VOL :	260	172	46	0	2	50	175	93	0	15	95	375	103	0	1	35	657	92	0	23	0	0	0	0	0	2194
PEAK HR FACTOR :	0.783	0.782	0.676	0.000	0.500	0.781	0.825	0.664	0.000	0.625	0.792	0.781	0.831	0.000	0.250	0.875	0.918	0.821	0.000	0.958	0.000	0.000	0.000	0.000	0.000	0.927
			0.851					0.824					0.825					0.917								

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND										
	1	2	0	0	0	1	2	1	0	0	1	2	0	0	0	1	2	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
4:30 PM	47	87	11	0	1	12	95	33	0	1	53	126	44	0	1	13	114	28	0	6	0	0	0	0	0	672
4:45 PM	41	77	18	0	0	18	84	35	0	2	87	171	53	0	0	8	128	24	0	7	0	0	0	0	0	753
5:00 PM	49	90	24	0	1	14	79	37	0	1	73	164	63	0	0	18	124	42	0	6	0	0	0	0	0	785
5:15 PM	45	84	13	0	0	17	86	34	0	2	102	221	67	0	0	11	117	33	0	8	0	0	0	0	0	840
5:30 PM	41	75	20	0	1	15	94	33	0	3	76	192	49	0	1	17	102	30	0	5	0	0	0	0	0	754
5:45 PM	49	93	12	0	0	16	96	21	0	1	84	198	54	0	0	8	122	28	0	5	0	0	0	0	0	787
6:00 PM	41	65	15	0	1	11	65	25	0	2	99	187	75	0	0	19	128	38	0	9	0	0	0	0	0	780
6:15 PM	42	89	9	0	0	18	97	28	1	3	87	184	65	0	1	7	76	19	0	4	0	0	0	0	0	730
6:30 PM	42	84	13	0	0	7	79	27	0	1	92	190	57	0	0	10	101	24	0	6	0	0	0	0	0	733
6:45 PM	36	76	16	0	0	14	70	25	0	3	70	172	61	0	1	11	76	23	0	8	0	0	0	0	0	662
7:00 PM	41	72	7	0	1	10	82	20	0	0	47	168	38	0	1	13	97	24	0	5	0	0	0	0	0	626
7:15 PM	43	63	11	0	0	15	70	36	1	2	63	144	47	0	0	9	100	25	0	2	0	0	0	0	0	631
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	517	955	169	0	5	167	997	354	2	21	933	2117	673	0	5	144	1285	338	0	71	0	0	0	0	0	8753
APPROACH %'s :	31.41%	58.02%	10.27%	0.00%	0.30%	10.84%	64.70%	22.97%	0.13%	1.36%	25.03%	56.79%	18.05%	0.00%	0.13%	7.83%	69.91%	18.39%	0.00%	3.86%						
PEAK HR :	05:00 PM - 06:00 PM																									TOTAL
PEAK HR VOL :	184	342	69	0	2	62	355	125	0	7	335	775	233	0	1	54	465	133	0	24	0	0	0	0	0	3166
PEAK HR FACTOR :	0.939	0.919	0.719	0.000	0.500	0.912	0.924	0.845	0.000	0.583	0.821	0.877	0.869	0.000	0.250	0.750	0.938	0.792	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.942
			0.910					0.947					0.862					0.889								

National Data & Surveying Services

Intersection Turning Movement Count

Location: S First St & E Olive Ave/ N Bonnywood Pl
City: Burbank
Control: Signalized

Project ID: 18-05253-014
Date: 4/25/2018

Total

NS/EW Streets:	S First St					S First St					E Olive Ave/ N Bonnywood Pl					E Olive Ave/ N Bonnywood Pl										
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND										
	1	2	0	0	0	1	2	1	0	0	1	2	0	0	0	1	2	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
7:00 AM	27	16	9	0	0	7	24	15	0	3	11	70	14	0	0	15	114	11	0	7	0	0	0	0	0	343
7:15 AM	35	31	8	0	2	5	24	13	0	0	22	49	30	0	0	10	116	16	0	7	0	0	0	0	0	368
7:30 AM	36	47	7	0	0	7	43	22	0	0	27	99	23	0	1	5	168	37	0	10	0	0	0	0	0	532
7:45 AM	46	31	11	0	0	13	57	29	0	1	39	109	31	0	0	15	157	28	0	9	0	0	0	0	0	576
8:00 AM	53	27	4	0	1	10	50	22	0	3	33	76	31	0	0	11	201	24	0	13	0	0	0	0	0	559
8:15 AM	56	28	10	0	2	11	65	16	0	1	35	102	26	0	0	13	183	26	0	6	0	0	0	0	0	580
8:30 AM	47	31	18	0	0	12	44	15	0	2	33	84	22	0	1	12	175	17	0	5	0	0	0	0	0	518
8:45 AM	61	57	20	0	1	14	64	25	0	4	31	98	26	0	1	5	181	20	0	4	0	0	0	0	0	612
9:00 AM	58	45	10	0	0	14	38	22	0	2	22	121	25	0	0	14	227	19	0	8	0	0	0	0	0	625
9:15 AM	69	40	15	0	0	10	40	24	0	5	19	76	28	0	0	10	165	25	0	4	0	0	0	0	0	530
9:30 AM	54	53	8	0	1	7	38	15	0	3	28	105	36	0	2	6	168	26	0	3	0	0	0	0	0	553
9:45 AM	58	41	17	0	0	10	42	19	0	4	36	113	45	0	0	9	167	28	0	5	0	0	0	0	0	594
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	600	447	137	0	7	120	529	237	0	28	336	1102	337	0	5	125	2022	277	0	81	0	0	0	0	0	6390
APPROACH %'s :	50.38%	37.53%	11.50%	0.00%	0.59%	13.13%	57.88%	25.93%	0.00%	3.06%	18.88%	61.91%	18.93%	0.00%	0.28%	4.99%	80.72%	11.06%	0.00%	3.23%						
PEAK HR :	08:15 AM - 09:15 AM																									TOTAL
PEAK HR VOL :	222	161	58	0	3	51	211	78	0	9	121	405	99	0	2	44	766	82	0	23	0	0	0	0	0	2335
PEAK HR FACTOR :	0.910	0.706	0.725	0.000	0.375	0.911	0.812	0.780	0.000	0.563	0.864	0.837	0.952	0.000	0.500	0.786	0.844	0.788	0.000	0.719	0.000	0.000	0.000	0.000	0.000	0.934
			0.799					0.815					0.933					0.854								

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND										
	1	2	0	0	0	1	2	1	0	0	1	2	0	0	0	1	2	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
4:30 PM	51	91	14	0	1	15	83	32	1	3	59	153	36	0	0	13	114	32	0	2	0	0	0	0	0	700
4:45 PM	42	84	15	0	0	11	72	32	0	2	83	199	68	0	1	15	125	41	0	9	0	0	0	0	0	799
5:00 PM	50	79	15	0	1	23	86	37	0	0	82	178	60	0	1	20	119	36	0	6	0	0	0	0	0	793
5:15 PM	39	85	14	0	0	13	111	38	0	2	105	200	61	0	0	15	129	22	0	8	0	0	0	0	0	842
5:30 PM	43	61	15	0	0	15	73	35	0	3	98	218	60	0	0	18	106	29	0	6	0	0	0	0	0	780
5:45 PM	50	88	15	0	0	15	89	33	0	1	88	175	59	0	0	15	113	26	0	6	0	0	0	0	0	773
6:00 PM	42	76	12	0	1	12	74	21	0	0	84	213	65	0	0	12	127	29	0	6	0	0	0	0	0	774
6:15 PM	52	80	19	0	2	17	109	36	0	0	105	196	52	0	0	16	110	23	0	7	0	0	0	0	0	824
6:30 PM	27	79	17	0	1	11	95	30	0	2	101	231	71	0	0	10	119	34	0	7	0	0	0	0	0	835
6:45 PM	38	71	14	0	0	17	92	28	0	1	87	175	60	0	0	13	90	28	0	4	0	0	0	0	0	718
7:00 PM	24	57	15	0	0	11	86	30	0	0	73	157	47	0	1	17	114	19	0	5	0	0	0	0	0	656
7:15 PM	24	55	16	0	1	14	94	32	0	2	37	155	42	0	3	12	92	26	1	6	0	0	0	0	0	612
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	482	906	181	0	7	174	1064	384	1	16	1002	2250	681	0	6	176	1358	345	1	72	0	0	0	0	0	9106
APPROACH %'s :	30.58%	57.49%	11.48%	0.00%	0.44%	10.62%	64.92%	23.43%	0.06%	0.98%	25.44%	57.12%	17.29%	0.00%	0.15%	9.02%	69.57%	17.67%	0.05%	3.69%						
PEAK HR :	04:45 PM - 05:45 PM																									TOTAL
PEAK HR VOL :	174	309	59	0	1	62	342	142	0	7	368	795	249	0	2	68	479	128	0	29	0	0	0	0	0	3214
PEAK HR FACTOR :	0.870	0.909	0.983	0.000	0.250	0.674	0.770	0.934	0.000	0.583	0.876	0.912	0.915	0.000	0.500	0.850	0.928	0.780	0.000	0.806	0.000	0.000	0.000	0.000	0.000	0.954
			0.936					0.843					0.940					0.926								

National Data & Surveying Services

Intersection Turning Movement Count

Location: S First St & E Olive Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-014
Date: 4/26/2018

Total

NS/EW Streets:	S First St					S First St					E Olive Ave					E Olive Ave										
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND										
	1	2	0	0	0	1	2	1	0	0	1	2	0	0	0	1	2	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
7:00 AM	25	20	5	0	0	7	28	8	0	0	20	36	19	0	0	9	109	12	0	4	0	0	0	0	0	302
7:15 AM	38	34	11	0	0	6	18	9	0	1	22	49	15	0	0	11	138	19	0	6	0	0	0	0	0	377
7:30 AM	40	27	11	0	1	12	39	18	0	2	25	74	29	0	0	7	168	22	0	7	0	0	0	0	0	482
7:45 AM	47	36	8	0	1	15	55	26	0	1	36	100	30	0	0	11	185	25	0	10	0	0	0	0	0	586
8:00 AM	41	28	5	0	0	9	32	22	0	3	23	99	26	0	0	10	230	21	0	9	0	0	0	0	0	558
8:15 AM	56	33	13	0	0	14	53	19	0	2	42	106	29	0	0	11	156	17	0	4	0	0	0	0	0	555
8:30 AM	40	31	11	0	0	12	46	20	0	1	35	97	21	0	2	11	207	22	0	6	0	0	0	0	0	562
8:45 AM	62	55	12	0	0	21	57	19	0	0	23	108	38	0	0	10	185	12	0	5	0	0	0	0	0	607
9:00 AM	67	45	9	0	0	9	33	21	0	7	31	108	22	0	0	13	202	15	0	4	0	0	0	0	0	586
9:15 AM	78	35	10	0	3	16	41	20	0	4	30	84	25	0	0	7	162	17	0	2	0	0	0	0	0	534
9:30 AM	49	42	16	0	1	13	39	15	0	3	22	93	25	0	1	16	150	21	0	0	0	0	0	0	0	506
9:45 AM	44	45	8	0	0	6	50	24	0	0	32	107	23	0	0	13	177	17	0	5	0	0	0	0	0	551
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	587	431	119	0	6	140	491	221	0	24	341	1061	302	0	3	129	2069	220	0	62	0	0	0	0	0	6206
APPROACH %'s :	51.36%	37.71%	10.41%	0.00%	0.52%	15.98%	56.05%	25.23%	0.00%	2.74%	19.98%	62.16%	17.69%	0.00%	0.18%	5.20%	83.43%	8.87%	0.00%	2.50%						
PEAK HR :	08:15 AM - 09:15 AM																									TOTAL
PEAK HR VOL :	225	164	45	0	0	56	189	79	0	10	131	419	110	0	2	45	750	66	0	19	0	0	0	0	0	2310
PEAK HR FACTOR :	0.840	0.745	0.865	0.000	0.000	0.667	0.829	0.940	0.000	0.357	0.780	0.970	0.724	0.000	0.250	0.865	0.906	0.750	0.000	0.792	0.000	0.000	0.000	0.000	0.000	0.951
			0.841					0.861					0.935					0.894								

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND										
	1	2	0	0	0	1	2	1	0	0	1	2	0	0	0	1	2	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
4:30 PM	50	92	17	0	0	12	75	16	0	2	74	172	63	0	0	14	93	30	0	5	0	0	0	0	0	715
4:45 PM	34	69	16	0	0	12	69	38	0	1	102	204	53	0	2	18	130	33	0	3	0	0	0	0	0	784
5:00 PM	47	101	13	0	2	15	96	30	0	6	97	161	59	0	0	13	120	30	1	11	0	0	0	0	0	802
5:15 PM	42	82	11	0	2	18	81	28	0	1	105	210	75	0	0	18	89	38	0	6	0	0	0	0	0	806
5:30 PM	36	94	11	0	1	23	76	28	0	3	105	199	65	0	0	17	109	32	0	7	0	0	0	0	0	806
5:45 PM	46	82	9	0	0	17	105	38	1	5	92	200	57	0	0	10	96	30	0	13	0	0	0	0	0	801
6:00 PM	44	87	10	0	2	17	84	31	0	5	112	233	75	0	2	16	138	33	0	7	0	0	0	0	0	896
6:15 PM	37	79	22	0	0	22	105	35	0	2	94	187	81	0	1	13	116	22	0	7	0	0	0	0	0	823
6:30 PM	35	85	15	0	1	18	85	25	0	2	116	213	66	0	0	14	104	24	0	5	0	0	0	0	0	808
6:45 PM	50	93	16	0	0	12	83	27	0	0	104	205	51	0	0	12	87	28	0	6	0	0	0	0	0	774
7:00 PM	30	78	18	0	1	20	79	36	0	0	108	181	41	0	0	13	96	36	0	8	0	0	0	0	0	745
7:15 PM	27	105	14	0	0	19	91	33	0	4	99	183	46	0	0	16	78	24	0	6	0	0	0	0	0	745
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	478	1047	172	0	9	205	1029	365	1	31	1208	2348	732	0	5	174	1256	360	1	84	0	0	0	0	0	9505
APPROACH %'s :	28.02%	61.37%	10.08%	0.00%	0.53%	12.57%	63.09%	22.38%	0.06%	1.90%	28.14%	54.69%	17.05%	0.00%	0.12%	9.28%	66.99%	19.20%	0.05%	4.48%						
PEAK HR :	05:45 PM - 06:45 PM																									TOTAL
PEAK HR VOL :	162	333	56	0	3	74	379	129	1	14	414	833	279	0	3	53	454	109	0	32	0	0	0	0	0	3328
PEAK HR FACTOR :	0.880	0.957	0.636	0.000	0.375	0.841	0.902	0.849	0.250	0.700	0.892	0.894	0.861	0.000	0.375	0.828	0.822	0.826	0.000	0.615	0.000	0.000	0.000	0.000	0.000	0.929
			0.969					0.899					0.906					0.835								

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Victory Blvd & W Olive Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-010
Date: 4/24/2018

Total

NS/EW Streets:	N Victory Blvd				N Victory Blvd				W Olive Ave				W Olive Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	73	7	0	31	143	50	0	22	48	7	0	17	108	25	0	542
7:15 AM	11	69	17	0	32	180	38	0	20	77	5	0	17	126	19	0	611
7:30 AM	17	116	23	0	37	260	46	0	27	81	7	0	21	154	15	0	804
7:45 AM	31	118	20	0	46	237	45	0	37	140	15	0	26	170	21	0	906
8:00 AM	28	104	23	0	35	209	44	0	30	89	16	0	25	171	28	0	802
8:15 AM	40	88	26	0	44	261	70	0	38	101	16	0	29	170	26	0	909
8:30 AM	17	114	21	0	46	214	79	0	45	128	9	0	20	204	34	0	931
8:45 AM	11	117	29	0	39	263	69	0	44	128	13	0	24	175	32	0	944
9:00 AM	12	106	17	0	42	173	63	0	48	93	6	0	24	169	34	0	787
9:15 AM	10	89	21	0	34	144	58	0	49	103	17	0	15	166	20	0	726
9:30 AM	11	98	22	0	21	155	70	0	60	143	10	0	23	145	42	0	800
9:45 AM	15	94	26	0	42	148	46	0	61	109	19	0	19	152	42	0	773
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	214	1186	252	0	449	2387	678	0	481	1240	140	0	260	1910	338	0	9535
APPROACH %'s :	12.95%	71.79%	15.25%	0.00%	12.78%	67.93%	19.29%	0.00%	25.85%	66.63%	7.52%	0.00%	10.37%	76.16%	13.48%	0.00%	
PEAK HR :	**08:00 AM - 09:00 AM**																TOTAL
PEAK HR VOL :	96	423	99	0	164	947	262	0	157	446	54	0	98	720	120	0	3586
PEAK HR FACTOR :	0.600	0.904	0.853	0.000	0.891	0.900	0.829	0.000	0.872	0.871	0.844	0.000	0.845	0.882	0.882	0.000	0.950
	0.984				0.915				0.888				0.909				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	18	131	25	0	36	167	57	1	56	174	12	0	30	147	55	0	909
4:45 PM	18	150	30	0	41	205	50	0	53	227	17	0	27	149	43	0	1010
5:00 PM	16	169	49	0	37	238	50	0	39	210	13	0	32	151	49	0	1053
5:15 PM	12	153	33	0	42	196	61	0	53	277	6	0	24	152	52	0	1061
5:30 PM	26	176	33	0	46	215	49	0	50	234	10	0	24	139	39	0	1041
5:45 PM	22	156	21	0	50	196	41	0	55	247	14	0	32	156	44	0	1034
6:00 PM	16	172	33	0	39	174	42	0	47	260	9	0	22	158	67	0	1039
6:15 PM	16	136	34	0	47	224	44	0	51	243	10	0	22	129	47	0	1003
6:30 PM	11	128	23	0	40	187	33	0	57	246	10	0	20	124	38	0	917
6:45 PM	8	128	27	0	38	188	57	0	54	193	7	0	17	91	36	0	844
7:00 PM	13	94	31	0	37	132	53	0	55	195	6	0	21	118	40	0	795
7:15 PM	9	104	27	0	33	151	48	0	31	182	11	0	23	127	33	0	779
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	185	1697	366	0	486	2273	585	1	601	2688	125	0	294	1641	543	0	11485
APPROACH %'s :	8.23%	75.49%	16.28%	0.00%	14.53%	67.95%	17.49%	0.03%	17.60%	78.73%	3.66%	0.00%	11.86%	66.22%	21.91%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	76	654	136	0	175	845	201	0	197	968	43	0	112	598	184	0	4189
PEAK HR FACTOR :	0.731	0.929	0.694	0.000	0.875	0.888	0.824	0.000	0.895	0.874	0.768	0.000	0.875	0.958	0.885	0.000	0.987
	0.921				0.939				0.899				0.963				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Victory Blvd & W Olive Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-010
Date: 4/25/2018

Total

NS/EW Streets:	N Victory Blvd				N Victory Blvd				W Olive Ave				W Olive Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	63	11	0	40	151	49	0	19	56	7	0	18	125	20	0	565
7:15 AM	13	73	19	0	43	174	33	0	27	84	9	0	13	138	12	0	638
7:30 AM	19	114	39	0	38	278	47	0	33	104	7	0	28	164	34	0	905
7:45 AM	32	139	24	0	37	288	57	0	42	127	13	0	35	181	27	0	1002
8:00 AM	35	103	25	0	39	255	60	0	38	96	10	0	27	195	23	0	906
8:15 AM	30	123	31	0	42	255	77	0	47	105	7	0	33	188	23	0	961
8:30 AM	18	109	25	0	40	218	65	0	37	137	9	0	14	204	32	0	908
8:45 AM	15	108	21	0	45	237	72	1	31	115	5	0	34	160	46	0	890
9:00 AM	11	88	23	0	29	206	51	0	34	131	10	0	33	228	38	0	882
9:15 AM	22	102	22	0	40	200	70	0	45	88	8	0	36	135	33	0	801
9:30 AM	8	81	27	0	39	173	54	0	64	133	9	0	25	168	37	0	818
9:45 AM	16	111	30	0	40	172	63	0	46	154	12	0	28	163	33	0	868
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	225	1214	297	0	472	2607	698	1	463	1330	106	0	324	2049	358	0	10144
APPROACH %'s :	12.96%	69.93%	17.11%	0.00%	12.49%	69.00%	18.48%	0.03%	24.38%	70.04%	5.58%	0.00%	11.86%	75.03%	13.11%	0.00%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	115	474	105	0	158	1016	259	0	164	465	39	0	109	768	105	0	3777
PEAK HR FACTOR :	0.821	0.853	0.847	0.000	0.940	0.882	0.841	0.000	0.872	0.849	0.750	0.000	0.779	0.941	0.820	0.000	0.942
	0.890				0.938				0.913				0.982				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	7	162	24	0	42	180	65	0	57	207	6	0	22	136	52	0	960
4:45 PM	20	154	42	0	38	188	59	0	58	230	15	0	16	145	52	0	1017
5:00 PM	27	181	65	0	45	229	48	0	60	215	10	0	36	144	58	0	1118
5:15 PM	12	190	42	0	38	211	59	1	54	281	6	0	33	179	47	0	1153
5:30 PM	14	199	66	0	49	216	46	0	44	244	7	0	27	150	48	0	1110
5:45 PM	18	170	44	0	52	205	59	0	51	242	10	0	37	159	53	0	1100
6:00 PM	24	178	38	0	51	260	59	0	48	249	9	0	33	172	57	0	1178
6:15 PM	12	155	47	0	58	232	49	0	45	245	10	0	37	155	32	0	1077
6:30 PM	16	127	32	0	40	208	41	0	40	288	10	0	14	144	33	0	993
6:45 PM	23	130	27	0	42	186	49	0	50	229	8	0	19	126	31	0	920
7:00 PM	14	121	22	0	42	147	59	0	48	193	7	0	25	119	27	0	824
7:15 PM	9	90	25	0	39	137	44	0	49	195	10	0	21	112	31	0	762
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	196	1857	474	0	536	2399	637	1	604	2818	108	0	320	1741	521	0	12212
APPROACH %'s :	7.76%	73.49%	18.76%	0.00%	15.00%	67.14%	17.83%	0.03%	17.11%	79.83%	3.06%	0.00%	12.39%	67.43%	20.18%	0.00%	
PEAK HR :	**05:15 PM - 06:15 PM**																TOTAL
PEAK HR VOL :	68	737	190	0	190	892	223	1	197	1016	32	0	130	660	205	0	4541
PEAK HR FACTOR :	0.708	0.926	0.720	0.000	0.913	0.858	0.945	0.250	0.912	0.904	0.800	0.000	0.878	0.922	0.899	0.000	0.964
	0.892				0.882				0.913				0.949				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Victory Blvd & W Olive Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-010
Date: 4/26/2018

Total

NS/EW Streets:	N Victory Blvd				N Victory Blvd				W Olive Ave				W Olive Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	13	65	11	0	28	132	41	0	16	46	8	0	14	127	16	0	517
7:15 AM	8	66	24	0	49	173	37	0	32	79	4	0	15	134	18	0	639
7:30 AM	21	121	30	0	45	247	48	0	33	83	5	0	25	166	26	0	850
7:45 AM	29	129	19	0	35	272	45	0	32	126	19	0	33	196	42	0	977
8:00 AM	26	129	29	0	47	242	69	0	37	92	13	0	41	210	19	0	954
8:15 AM	30	87	19	0	34	246	66	0	43	137	16	0	33	172	27	0	910
8:30 AM	17	105	24	0	44	217	70	0	35	132	9	0	21	214	21	0	909
8:45 AM	8	121	19	0	60	260	69	0	43	106	9	0	29	154	42	0	920
9:00 AM	14	103	29	0	35	196	49	0	53	137	13	0	32	207	29	0	897
9:15 AM	15	118	26	0	30	198	62	0	37	116	6	0	18	155	31	0	812
9:30 AM	10	101	26	0	40	147	63	0	69	117	5	0	29	163	30	0	800
9:45 AM	15	117	17	0	48	167	56	0	71	120	11	0	24	161	38	0	845
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	206	1262	273	0	495	2497	675	0	501	1291	118	0	314	2059	339	0	10030
APPROACH %'s :	11.83%	72.49%	15.68%	0.00%	13.50%	68.09%	18.41%	0.00%	26.23%	67.59%	6.18%	0.00%	11.58%	75.92%	12.50%	0.00%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	102	450	91	0	160	977	250	0	147	487	57	0	128	792	109	0	3750
PEAK HR FACTOR :	0.850	0.872	0.784	0.000	0.851	0.898	0.893	0.000	0.855	0.889	0.750	0.000	0.780	0.925	0.649	0.000	0.960
	0.874				0.969				0.881				0.949				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	17	134	36	0	37	183	54	0	51	223	8	0	20	110	52	0	925
4:45 PM	17	138	48	0	43	216	64	0	50	269	10	0	23	169	40	0	1087
5:00 PM	18	207	60	0	38	225	55	0	47	210	11	0	29	160	47	0	1107
5:15 PM	17	180	45	0	47	228	69	0	63	285	10	0	25	163	59	0	1191
5:30 PM	16	194	44	0	52	251	53	0	46	242	10	0	20	144	41	0	1113
5:45 PM	20	162	57	0	49	198	69	0	60	252	11	0	26	151	58	0	1113
6:00 PM	28	188	41	0	58	222	43	0	51	262	10	0	25	177	64	0	1169
6:15 PM	14	144	27	0	48	222	48	0	57	266	6	0	30	143	46	0	1051
6:30 PM	11	145	30	0	40	231	50	0	37	285	7	0	26	136	37	0	1035
6:45 PM	14	123	29	0	38	202	39	0	58	239	13	0	18	127	48	0	948
7:00 PM	7	151	45	0	39	142	42	0	49	250	7	0	16	114	26	0	888
7:15 PM	9	105	32	0	41	138	58	0	53	228	8	0	17	92	23	0	804
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	188	1871	494	0	530	2458	644	0	622	3011	111	0	275	1686	541	0	12431
APPROACH %'s :	7.36%	73.29%	19.35%	0.00%	14.59%	67.68%	17.73%	0.00%	16.61%	80.42%	2.96%	0.00%	10.99%	67.39%	21.62%	0.00%	
PEAK HR :	**05:15 PM - 06:15 PM**																TOTAL
PEAK HR VOL :	81	724	187	0	206	899	234	0	220	1041	41	0	96	635	222	0	4586
PEAK HR FACTOR :	0.723	0.933	0.820	0.000	0.888	0.895	0.848	0.000	0.873	0.913	0.932	0.000	0.923	0.897	0.867	0.000	0.963
	0.965				0.940				0.909				0.896				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Glenoaks Blvd & E Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-016
Date: 4/24/2018

Total

NS/EW Streets:	S Glenoaks Blvd				S Glenoaks Blvd				E Verdugo Ave				E Verdugo Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	83	1	0	4	130	59	0	8	8	1	0	5	49	6	0	371
7:15 AM	21	97	6	0	4	156	55	0	10	15	9	0	4	50	11	0	438
7:30 AM	23	131	1	0	4	172	46	0	11	17	9	0	12	93	9	0	528
7:45 AM	14	128	2	0	9	192	53	0	10	23	9	0	9	62	8	0	519
8:00 AM	17	132	5	0	11	195	40	0	13	18	17	0	10	67	3	0	528
8:15 AM	32	124	3	0	6	214	46	1	16	20	11	0	13	63	13	0	562
8:30 AM	19	162	7	0	4	233	54	1	10	19	14	0	14	66	5	0	608
8:45 AM	21	154	4	0	4	191	34	0	10	14	7	0	12	58	8	0	517
9:00 AM	15	144	7	0	2	187	33	1	9	10	16	0	6	59	9	0	498
9:15 AM	11	139	5	0	3	195	36	0	11	18	13	0	7	51	6	0	495
9:30 AM	23	168	6	0	7	171	25	0	13	15	11	0	18	63	10	0	530
9:45 AM	19	169	7	0	7	165	49	0	19	21	12	0	11	46	8	0	533
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	232	1631	54	0	65	2201	530	3	140	198	129	0	121	727	96	0	6127
APPROACH %'s :	12.10%	85.08%	2.82%	0.00%	2.32%	78.64%	18.94%	0.11%	29.98%	42.40%	27.62%	0.00%	12.82%	77.01%	10.17%	0.00%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	82	546	17	0	30	834	193	2	49	80	51	0	46	258	29	0	2217
PEAK HR FACTOR :	0.641	0.843	0.607	0.000	0.682	0.895	0.894	0.500	0.766	0.870	0.750	0.000	0.821	0.963	0.558	0.000	0.912
	0.858				0.907				0.938				0.935				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	18	215	15	0	14	221	23	0	20	43	23	0	7	25	3	0	627
4:45 PM	10	268	18	0	8	219	24	0	28	46	34	0	7	29	6	0	697
5:00 PM	19	246	12	0	15	281	23	1	28	30	25	0	9	43	7	0	739
5:15 PM	20	282	13	0	13	246	27	0	22	45	27	0	11	42	7	0	755
5:30 PM	14	257	9	0	7	243	33	0	25	64	28	0	16	32	11	0	739
5:45 PM	19	253	15	0	12	250	31	0	23	53	26	0	11	22	5	0	720
6:00 PM	19	228	16	0	12	277	21	0	17	45	28	0	8	31	19	0	721
6:15 PM	17	227	9	0	13	229	28	0	29	46	26	0	12	36	10	0	682
6:30 PM	13	237	10	0	12	178	17	1	18	42	19	0	12	28	10	0	597
6:45 PM	19	206	8	1	14	230	33	0	24	50	16	0	17	30	9	0	657
7:00 PM	16	205	11	0	10	193	28	0	18	44	17	0	5	34	16	0	597
7:15 PM	17	195	15	0	13	198	23	0	25	39	22	0	6	24	7	0	584
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	201	2819	151	1	143	2765	311	2	277	547	291	0	121	376	110	0	8115
APPROACH %'s :	6.34%	88.87%	4.76%	0.03%	4.44%	85.84%	9.66%	0.06%	24.84%	49.06%	26.10%	0.00%	19.93%	61.94%	18.12%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	72	1038	49	0	47	1020	114	1	98	192	106	0	47	139	30	0	2953
PEAK HR FACTOR :	0.900	0.920	0.817	0.000	0.783	0.907	0.864	0.250	0.875	0.750	0.946	0.000	0.734	0.808	0.682	0.000	0.978
	0.920				0.923				0.846				0.900				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Glenoaks Blvd & E Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-016
Date: 4/25/2018

Total

NS/EW Streets:	S Glenoaks Blvd				S Glenoaks Blvd				E Verdugo Ave				E Verdugo Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	16	111	4	0	6	164	64	0	11	11	6	0	10	64	9	0	476
7:15 AM	14	153	2	0	4	210	60	0	9	18	11	0	8	63	5	0	557
7:30 AM	16	221	4	0	3	242	53	0	11	15	11	0	8	82	11	0	677
7:45 AM	25	195	1	0	13	302	53	0	17	24	19	0	12	78	15	0	754
8:00 AM	25	159	8	0	12	288	57	0	12	33	21	0	25	82	12	0	734
8:15 AM	24	178	2	0	8	281	56	0	16	29	19	0	10	73	15	0	711
8:30 AM	28	148	6	0	5	249	46	0	7	10	17	0	26	89	11	0	642
8:45 AM	22	223	4	0	8	294	49	0	12	15	17	1	11	59	13	0	728
9:00 AM	24	166	4	2	2	256	31	0	10	7	8	0	10	60	8	0	588
9:15 AM	28	171	7	0	3	224	48	0	6	7	11	0	19	56	8	0	588
9:30 AM	17	171	10	0	4	257	45	0	10	6	7	0	16	59	9	0	611
9:45 AM	26	162	8	0	11	192	42	0	19	4	7	0	9	52	9	0	541
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	265	2058	60	2	79	2959	604	0	140	179	154	1	164	817	125	0	7607
APPROACH %'s :	11.11%	86.29%	2.52%	0.08%	2.17%	81.25%	16.58%	0.00%	29.54%	37.76%	32.49%	0.21%	14.83%	73.87%	11.30%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	90	753	15	0	36	1113	219	0	56	101	70	0	55	315	53	0	2876
PEAK HR FACTOR :	0.900	0.852	0.469	0.000	0.692	0.921	0.961	0.000	0.824	0.765	0.833	0.000	0.550	0.960	0.883	0.000	0.954
	0.890				0.929				0.860				0.889				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	23	248	6	2	12	259	33	0	28	43	21	0	4	37	13	0	729
4:45 PM	15	243	23	0	8	247	31	0	23	58	39	0	15	33	14	0	749
5:00 PM	22	249	10	0	11	274	22	0	44	47	32	0	8	36	9	0	764
5:15 PM	28	264	22	0	12	290	24	0	32	50	24	0	10	27	12	0	795
5:30 PM	26	283	10	0	12	271	27	0	34	77	35	0	11	38	17	0	841
5:45 PM	28	250	13	0	10	278	21	0	30	55	41	0	18	25	18	0	787
6:00 PM	25	288	22	0	9	248	26	1	30	51	29	0	13	36	13	0	791
6:15 PM	15	248	19	0	18	258	23	1	19	49	28	0	9	33	9	0	729
6:30 PM	24	242	10	0	20	240	30	0	39	55	29	0	8	25	15	0	737
6:45 PM	24	216	16	0	14	221	29	0	25	49	19	0	16	39	17	0	685
7:00 PM	16	223	12	0	6	218	27	1	27	40	24	0	7	22	13	0	636
7:15 PM	15	222	8	0	10	180	24	0	19	41	20	0	12	34	9	0	594
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	261	2976	171	2	142	2984	317	3	350	615	341	0	131	385	159	0	8837
APPROACH %'s :	7.65%	87.27%	5.01%	0.06%	4.12%	86.59%	9.20%	0.09%	26.80%	47.09%	26.11%	0.00%	19.41%	57.04%	23.56%	0.00%	
PEAK HR :	**05:15 PM - 06:15 PM**																TOTAL
PEAK HR VOL :	107	1085	67	0	43	1087	98	1	126	233	129	0	52	126	60	0	3214
PEAK HR FACTOR :	0.955	0.942	0.761	0.000	0.896	0.937	0.907	0.250	0.926	0.756	0.787	0.000	0.722	0.829	0.833	0.000	0.955
	0.940				0.942				0.836				0.902				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Glenoaks Blvd & E Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-016
Date: 4/26/2018

Total

NS/EW Streets:	S Glenoaks Blvd				S Glenoaks Blvd				E Verdugo Ave				E Verdugo Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	88	2	0	6	177	45	0	8	12	14	0	6	62	7	0	445
7:15 AM	26	129	3	0	5	220	54	0	11	13	9	0	6	60	8	0	544
7:30 AM	22	204	6	0	6	224	53	0	21	20	11	0	9	73	16	0	665
7:45 AM	19	181	2	0	8	274	53	0	13	26	19	0	15	76	11	0	697
8:00 AM	26	182	3	0	18	297	51	0	10	27	20	0	15	82	9	0	740
8:15 AM	27	215	5	0	12	270	60	0	19	26	9	0	12	81	10	0	746
8:30 AM	25	172	4	0	2	264	43	0	9	17	18	0	18	89	7	0	668
8:45 AM	19	188	4	0	5	280	37	0	10	22	9	0	13	55	10	0	652
9:00 AM	22	172	8	0	4	217	47	0	10	17	10	1	12	64	8	0	592
9:15 AM	23	167	6	0	5	226	51	0	12	11	12	0	10	43	11	0	577
9:30 AM	28	148	7	0	3	207	36	0	16	14	20	0	9	52	12	0	552
9:45 AM	24	169	2	0	5	177	52	0	18	13	15	0	7	63	13	0	558
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	279	2015	52	0	79	2833	582	0	157	218	166	1	132	800	122	0	7436
APPROACH %'s :	11.89%	85.89%	2.22%	0.00%	2.26%	81.08%	16.66%	0.00%	28.97%	40.22%	30.63%	0.18%	12.52%	75.90%	11.57%	0.00%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	97	750	14	0	40	1105	207	0	51	96	66	0	60	328	37	0	2851
PEAK HR FACTOR :	0.898	0.872	0.700	0.000	0.556	0.930	0.863	0.000	0.671	0.889	0.825	0.000	0.833	0.921	0.841	0.000	0.955
		0.871				0.923				0.918				0.932			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	20	288	11	0	10	265	31	0	21	50	19	0	11	26	15	0	767
4:45 PM	17	285	10	0	11	249	30	0	35	52	29	0	9	37	14	0	778
5:00 PM	22	284	15	0	12	260	29	0	30	45	50	0	8	32	11	0	798
5:15 PM	25	314	22	0	18	298	18	0	23	55	30	0	10	28	14	0	855
5:30 PM	21	303	13	0	11	264	31	0	29	46	40	0	11	23	10	0	802
5:45 PM	17	315	13	0	4	269	29	1	28	43	32	0	10	40	9	0	810
6:00 PM	34	258	10	0	10	289	34	0	30	37	35	0	7	24	10	0	778
6:15 PM	30	314	15	0	9	273	24	0	25	49	35	0	11	35	14	0	834
6:30 PM	24	260	16	0	14	227	25	1	19	46	26	0	11	39	12	0	720
6:45 PM	15	236	17	0	17	220	27	0	16	44	29	0	6	34	12	0	673
7:00 PM	24	219	18	0	12	211	35	1	24	41	20	0	7	26	7	0	645
7:15 PM	17	217	15	0	12	230	29	1	25	31	16	0	15	33	15	0	656
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	266	3293	175	0	140	3055	342	4	305	539	361	0	116	377	143	0	9116
APPROACH %'s :	7.12%	88.19%	4.69%	0.00%	3.95%	86.28%	9.66%	0.11%	25.31%	44.73%	29.96%	0.00%	18.24%	59.28%	22.48%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	85	1216	63	0	45	1091	107	1	110	189	152	0	39	123	44	0	3265
PEAK HR FACTOR :	0.850	0.965	0.716	0.000	0.625	0.915	0.863	0.250	0.917	0.859	0.760	0.000	0.886	0.769	0.786	0.000	0.955
		0.945				0.931				0.902				0.873			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S San Fernando Blvd & E Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-017
Date: 4/24/2018

Total

NS/EW Streets:	S San Fernando Blvd				S San Fernando Blvd				E Verdugo Ave				E Verdugo Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	20	9	0	1	12	7	0	3	6	20	0	17	131	1	0	237
7:15 AM	23	19	13	0	1	18	10	0	0	33	25	0	15	119	1	0	277
7:30 AM	24	28	10	0	1	23	10	0	6	33	25	0	14	163	2	0	339
7:45 AM	30	28	20	0	5	30	11	0	4	37	30	0	18	125	1	0	339
8:00 AM	27	33	13	0	1	39	8	0	2	42	39	0	15	143	2	0	364
8:15 AM	30	37	21	0	7	38	7	0	7	34	32	0	23	136	4	0	376
8:30 AM	27	29	17	0	3	39	9	0	5	34	25	0	26	133	3	0	350
8:45 AM	28	33	12	0	2	27	11	0	2	29	28	0	13	122	2	0	309
9:00 AM	18	31	11	0	2	28	6	0	2	22	22	0	19	101	4	0	266
9:15 AM	25	26	21	0	1	26	9	0	5	27	26	1	17	98	3	0	285
9:30 AM	34	31	23	0	7	34	14	0	4	28	14	0	14	118	6	0	327
9:45 AM	32	36	29	0	0	24	15	0	4	44	15	0	19	110	2	0	330
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	308	351	199	0	31	338	117	0	44	369	301	1	210	1499	31	0	3799
APPROACH %'s :	35.90%	40.91%	23.19%	0.00%	6.38%	69.55%	24.07%	0.00%	6.15%	51.61%	42.10%	0.14%	12.07%	86.15%	1.78%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	114	127	71	0	16	146	35	0	18	147	126	0	82	537	10	0	1429
PEAK HR FACTOR :	0.950	0.858	0.845	0.000	0.571	0.936	0.795	0.000	0.643	0.875	0.808	0.000	0.788	0.939	0.625	0.000	0.950
	0.886				0.947				0.877				0.965				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	30	62	39	0	7	48	19	0	7	61	33	0	12	87	1	0	406
4:45 PM	37	56	52	0	3	54	12	0	10	88	30	0	18	73	7	1	441
5:00 PM	37	68	42	0	7	47	15	0	9	71	29	0	24	91	3	0	443
5:15 PM	36	62	47	0	2	50	12	0	7	93	32	0	15	105	5	0	466
5:30 PM	38	91	58	0	2	69	15	0	7	71	40	0	14	94	3	0	502
5:45 PM	37	71	39	0	1	51	13	0	6	79	31	0	15	79	10	0	432
6:00 PM	41	61	45	0	7	48	23	0	10	63	39	0	17	94	3	0	451
6:15 PM	32	52	49	0	6	39	6	0	8	73	30	0	21	91	3	0	410
6:30 PM	25	58	39	0	2	27	12	0	6	59	42	0	18	76	4	0	368
6:45 PM	29	59	41	0	2	42	13	0	10	67	33	0	24	74	5	0	399
7:00 PM	30	45	26	0	4	44	17	0	7	65	26	0	16	73	8	0	361
7:15 PM	29	35	39	0	5	39	12	0	9	67	34	0	18	72	12	0	371
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	401	720	516	0	48	558	169	0	96	857	399	0	212	1009	64	1	5050
APPROACH %'s :	24.50%	43.98%	31.52%	0.00%	6.19%	72.00%	21.81%	0.00%	7.10%	63.39%	29.51%	0.00%	16.49%	78.46%	4.98%	0.08%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	148	277	199	0	14	220	54	0	33	323	131	0	71	363	18	1	1852
PEAK HR FACTOR :	0.974	0.761	0.858	0.000	0.500	0.797	0.900	0.000	0.825	0.868	0.819	0.000	0.740	0.864	0.643	0.250	0.922
	0.834				0.837				0.922				0.906				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S San Fernando Blvd & E Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-017
Date: 4/25/2018

Total

NS/EW Streets:	S San Fernando Blvd				S San Fernando Blvd				E Verdugo Ave				E Verdugo Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	21	25	12	0	0	13	7	0	3	17	20	0	22	145	4	0	289
7:15 AM	15	29	11	0	3	22	11	0	5	26	27	0	18	125	5	0	297
7:30 AM	29	18	34	0	0	23	8	0	2	30	31	0	24	142	4	1	346
7:45 AM	24	46	39	0	4	39	13	0	1	47	42	0	24	151	5	0	435
8:00 AM	30	35	30	0	2	36	7	0	2	41	32	0	28	145	1	0	389
8:15 AM	17	39	25	0	5	38	14	0	9	39	49	0	26	142	3	0	406
8:30 AM	30	36	21	0	3	48	13	0	8	33	27	0	25	140	2	0	386
8:45 AM	33	34	21	0	2	29	8	0	6	31	27	0	25	139	3	0	358
9:00 AM	33	32	22	0	5	34	6	0	1	4	19	0	28	102	4	0	290
9:15 AM	37	41	23	0	1	31	7	0	2	13	12	1	25	129	0	0	322
9:30 AM	29	52	23	0	0	44	9	0	1	6	13	0	14	126	5	0	322
9:45 AM	27	51	34	0	2	35	13	0	1	13	18	0	22	125	2	0	343
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	325	438	295	0	27	392	116	0	41	300	317	1	281	1611	38	1	4183
APPROACH %'s :	30.72%	41.40%	27.88%	0.00%	5.05%	73.27%	21.68%	0.00%	6.22%	45.52%	48.10%	0.15%	14.55%	83.43%	1.97%	0.05%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	101	156	115	0	14	161	47	0	20	160	150	0	103	578	11	0	1616
PEAK HR FACTOR :	0.842	0.848	0.737	0.000	0.700	0.839	0.839	0.000	0.556	0.851	0.765	0.000	0.920	0.957	0.550	0.000	0.929
	0.853				0.867				0.851				0.961				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	42	67	57	0	5	50	20	0	8	59	49	0	19	94	8	0	478
4:45 PM	30	72	43	0	3	51	18	0	10	105	46	1	24	75	3	0	481
5:00 PM	42	71	72	0	6	48	12	0	3	98	53	0	21	89	7	0	522
5:15 PM	48	70	48	0	6	51	7	0	9	97	40	0	23	85	8	0	492
5:30 PM	44	82	53	0	7	43	10	0	11	94	46	0	31	109	4	0	534
5:45 PM	37	89	67	0	2	53	20	0	17	89	46	0	20	77	3	0	520
6:00 PM	38	78	58	0	3	50	9	0	10	68	48	1	28	101	7	0	499
6:15 PM	36	56	45	0	7	45	11	0	9	77	42	0	18	80	8	0	434
6:30 PM	30	61	57	0	5	51	17	0	8	89	46	0	14	96	7	0	481
6:45 PM	33	60	38	0	5	40	11	0	7	61	32	0	28	97	4	0	416
7:00 PM	42	46	46	0	4	44	11	0	10	61	32	0	18	84	4	0	402
7:15 PM	22	50	36	0	2	35	14	0	4	67	38	0	19	87	4	0	378
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	444	802	620	0	55	561	160	0	106	965	518	2	263	1074	67	0	5637
APPROACH %'s :	23.79%	42.98%	33.23%	0.00%	7.09%	72.29%	20.62%	0.00%	6.66%	60.65%	32.56%	0.13%	18.73%	76.50%	4.77%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	171	312	240	0	21	195	49	0	40	378	185	0	95	360	22	0	2068
PEAK HR FACTOR :	0.891	0.876	0.833	0.000	0.750	0.920	0.613	0.000	0.588	0.964	0.873	0.000	0.766	0.826	0.688	0.000	0.968
	0.937				0.883				0.979				0.828				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S San Fernando Blvd & E Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-017
Date: 4/26/2018

Total

NS/EW Streets:	S San Fernando Blvd				S San Fernando Blvd				E Verdugo Ave				E Verdugo Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	19	13	0	1	19	11	0	4	26	15	0	23	121	2	0	269
7:15 AM	23	24	11	0	1	21	11	0	8	29	17	0	23	147	4	0	319
7:30 AM	31	33	31	0	0	38	9	0	4	34	37	0	16	139	1	0	373
7:45 AM	23	34	31	0	1	46	13	0	4	53	35	0	15	160	1	0	416
8:00 AM	30	32	22	0	4	39	3	0	3	43	34	0	29	148	5	0	392
8:15 AM	28	36	24	0	3	38	16	0	4	35	36	0	37	153	6	0	416
8:30 AM	28	35	29	0	2	60	10	0	6	33	25	0	9	152	6	1	396
8:45 AM	31	41	18	0	0	36	11	0	1	33	20	0	22	116	2	0	331
9:00 AM	27	35	23	0	3	44	13	0	3	34	25	0	23	118	8	0	356
9:15 AM	34	38	23	0	4	44	11	0	3	26	23	0	21	113	6	1	347
9:30 AM	32	44	24	0	4	34	10	0	8	36	16	0	20	112	6	0	346
9:45 AM	27	41	27	0	1	37	17	0	6	31	28	0	19	143	6	0	383
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	329	412	276	0	24	456	135	0	54	413	311	0	257	1622	53	2	4344
APPROACH %'s :	32.35%	40.51%	27.14%	0.00%	3.90%	74.15%	21.95%	0.00%	6.94%	53.08%	39.97%	0.00%	13.29%	83.87%	2.74%	0.10%	
PEAK HR :	**07:45 AM - 08:45 AM**																TOTAL
PEAK HR VOL :	109	137	106	0	10	183	42	0	17	164	130	0	90	613	18	1	1620
PEAK HR FACTOR :	0.908	0.951	0.855	0.000	0.625	0.763	0.656	0.000	0.708	0.774	0.903	0.000	0.608	0.958	0.750	0.250	0.974
	0.957				0.816				0.845				0.921				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	35	72	57	0	2	60	19	0	8	61	44	0	19	78	9	0	464
4:45 PM	29	56	53	0	10	63	27	0	5	87	66	0	32	89	7	0	524
5:00 PM	40	73	67	0	4	60	23	0	15	91	50	0	21	97	6	0	547
5:15 PM	33	74	57	0	2	53	16	0	7	94	53	0	30	76	7	0	502
5:30 PM	47	91	54	0	1	67	18	0	11	76	43	0	19	78	6	0	511
5:45 PM	34	89	54	0	2	57	13	0	13	84	49	0	24	89	0	0	508
6:00 PM	49	89	60	0	8	63	17	0	5	72	44	0	17	105	7	0	536
6:15 PM	35	93	58	0	4	48	10	0	8	82	48	0	24	97	11	0	518
6:30 PM	42	69	45	0	8	55	11	0	10	59	44	0	28	93	9	0	473
6:45 PM	18	69	39	0	2	47	12	0	7	67	45	0	23	74	7	0	410
7:00 PM	38	62	44	1	7	48	14	0	5	55	30	0	18	96	5	0	423
7:15 PM	26	60	40	0	8	41	18	0	5	49	33	0	15	84	2	0	381
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	426	897	628	1	58	662	198	0	99	877	549	0	270	1056	76	0	5797
APPROACH %'s :	21.82%	45.95%	32.17%	0.05%	6.32%	72.11%	21.57%	0.00%	6.49%	57.51%	36.00%	0.00%	19.26%	75.32%	5.42%	0.00%	
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	149	294	231	0	17	243	84	0	38	348	212	0	102	340	26	0	2084
PEAK HR FACTOR :	0.793	0.808	0.862	0.000	0.425	0.907	0.778	0.000	0.633	0.926	0.803	0.000	0.797	0.876	0.929	0.000	0.952
	0.878				0.860				0.946				0.914				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Ikea Way & E Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-018
Date: 4/24/2018

Total

NS/EW Streets:	S Ikea Way				S Ikea Way				E Verdugo Ave				E Verdugo Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	5	1	0	5	9	30	0	21	25	7	0	1	119	24	0	248
7:15 AM	2	8	4	0	12	3	44	0	26	29	5	0	0	134	22	0	289
7:30 AM	3	2	2	0	16	12	30	0	21	47	5	0	1	149	20	0	308
7:45 AM	1	7	0	0	15	19	37	0	26	46	10	0	2	139	34	0	336
8:00 AM	6	8	1	0	15	10	28	0	21	59	4	0	0	146	35	0	333
8:15 AM	4	5	4	0	25	12	41	0	24	49	9	0	1	159	35	0	368
8:30 AM	2	5	1	0	22	7	30	0	22	37	8	0	1	113	35	0	283
8:45 AM	2	4	1	0	14	17	28	0	31	44	10	0	1	137	28	0	317
9:00 AM	2	10	1	0	18	13	22	0	23	34	7	0	1	102	28	0	261
9:15 AM	6	5	1	0	15	26	38	0	30	45	11	0	4	104	24	0	309
9:30 AM	7	10	2	0	11	26	37	0	27	25	11	0	1	119	38	0	314
9:45 AM	7	11	0	0	10	30	55	0	21	54	24	0	3	130	39	0	384
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	43	80	18	0	178	184	420	0	293	494	111	0	16	1551	362	0	3750
APPROACH %'s :	30.50%	56.74%	12.77%	0.00%	22.76%	23.53%	53.71%	0.00%	32.63%	55.01%	12.36%	0.00%	0.83%	80.40%	18.77%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	14	22	7	0	71	53	136	0	92	201	28	0	4	593	124	0	1345
PEAK HR FACTOR :	0.583	0.688	0.438	0.000	0.710	0.697	0.829	0.000	0.885	0.852	0.700	0.000	0.500	0.932	0.886	0.000	0.914
	0.717				0.833				0.955				0.924				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	25	54	1	0	32	37	89	0	29	73	12	0	2	109	27	0	490
4:45 PM	27	50	2	0	29	33	77	0	49	85	16	0	3	85	28	0	484
5:00 PM	24	45	3	0	28	34	69	0	35	85	10	0	0	113	34	0	480
5:15 PM	17	31	7	0	22	34	87	0	29	92	17	0	5	115	53	0	509
5:30 PM	28	49	4	0	29	30	75	0	35	94	12	0	4	96	37	0	493
5:45 PM	17	48	3	0	20	37	58	0	28	107	24	0	2	119	28	0	491
6:00 PM	26	35	3	0	34	30	68	0	27	77	12	0	2	115	29	0	458
6:15 PM	22	35	2	0	40	34	72	0	23	65	11	0	2	101	28	0	435
6:30 PM	13	31	1	0	22	33	58	0	29	85	13	0	1	94	36	0	416
6:45 PM	18	28	3	0	29	36	58	0	21	76	17	0	6	91	23	0	406
7:00 PM	22	39	4	0	31	30	69	0	20	71	18	0	2	91	24	0	421
7:15 PM	14	22	2	0	31	32	56	0	21	76	9	0	4	81	18	0	366
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	253	467	35	0	347	400	836	0	346	986	171	0	33	1210	365	0	5449
APPROACH %'s :	33.51%	61.85%	4.64%	0.00%	21.92%	25.27%	52.81%	0.00%	23.02%	65.60%	11.38%	0.00%	2.05%	75.25%	22.70%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	86	173	17	0	99	135	289	0	127	378	63	0	11	443	152	0	1973
PEAK HR FACTOR :	0.768	0.883	0.607	0.000	0.853	0.912	0.830	0.000	0.907	0.883	0.656	0.000	0.550	0.931	0.717	0.000	0.969
	0.852				0.914				0.893				0.876				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Ikea Way & E Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-018
Date: 4/25/2018

Total

NS/EW Streets:	S Ikea Way				S Ikea Way				E Verdugo Ave				E Verdugo Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	1	0	0	9	4	36	0	22	34	7	0	0	132	18	0	264
7:15 AM	3	6	2	0	10	14	35	0	16	45	2	0	1	157	19	0	310
7:30 AM	2	8	3	0	14	13	32	0	21	49	3	0	1	149	20	0	315
7:45 AM	1	5	1	0	12	16	34	0	17	67	11	0	2	159	28	0	353
8:00 AM	5	5	1	0	20	11	40	0	15	60	5	0	1	157	28	0	348
8:15 AM	7	3	2	0	32	19	41	0	13	58	11	0	0	147	31	0	364
8:30 AM	3	7	2	0	27	11	38	0	21	46	5	0	1	146	29	0	336
8:45 AM	1	5	1	0	16	14	41	0	30	51	16	0	2	146	35	0	358
9:00 AM	2	6	2	0	18	14	29	0	9	5	1	0	1	118	32	0	237
9:15 AM	5	1	2	0	17	22	36	0	5	2	0	0	3	137	27	0	257
9:30 AM	5	11	2	0	23	23	41	0	6	2	0	0	4	125	33	0	275
9:45 AM	4	11	5	0	19	30	44	0	3	1	0	0	6	126	29	0	278
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	39	69	23	0	217	191	447	0	178	420	61	0	22	1699	329	0	3695
APPROACH %'s :	29.77%	52.67%	17.56%	0.00%	25.38%	22.34%	52.28%	0.00%	27.01%	63.73%	9.26%	0.00%	1.07%	82.88%	16.05%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	16	20	6	0	95	55	160	0	79	215	37	0	4	596	123	0	1406
PEAK HR FACTOR :	0.571	0.714	0.750	0.000	0.742	0.724	0.976	0.000	0.658	0.896	0.578	0.000	0.500	0.949	0.879	0.000	0.966
	0.875				0.842				0.853				0.972				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	27	47	5	0	36	25	71	0	20	80	12	0	5	113	32	0	473
4:45 PM	24	42	5	0	39	34	61	0	44	119	15	0	2	89	41	0	515
5:00 PM	20	49	5	0	39	31	79	0	31	96	21	0	2	114	33	0	520
5:15 PM	24	36	3	1	40	34	76	0	37	91	15	0	4	108	32	0	501
5:30 PM	29	40	3	0	27	33	75	0	27	125	14	0	3	127	31	0	534
5:45 PM	20	36	3	0	28	29	70	0	36	121	26	0	6	105	37	0	517
6:00 PM	22	48	1	0	31	38	74	0	32	88	17	0	1	95	44	0	491
6:15 PM	13	34	2	0	40	26	81	0	34	97	16	0	3	82	35	0	463
6:30 PM	10	37	8	0	40	32	72	0	26	100	17	0	3	113	37	0	495
6:45 PM	22	26	2	0	35	38	79	0	42	82	14	0	4	109	36	0	489
7:00 PM	18	36	5	0	23	30	83	0	29	76	16	0	2	113	21	0	452
7:15 PM	22	31	1	0	27	22	84	0	15	64	17	0	5	93	18	0	399
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	251	462	43	1	405	372	905	0	373	1139	200	0	40	1261	397	0	5849
APPROACH %'s :	33.16%	61.03%	5.68%	0.13%	24.08%	22.12%	53.80%	0.00%	21.79%	66.53%	11.68%	0.00%	2.36%	74.26%	23.38%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	93	161	14	1	134	127	300	0	131	433	76	0	15	454	133	0	2072
PEAK HR FACTOR :	0.802	0.821	0.700	0.250	0.838	0.934	0.949	0.000	0.885	0.866	0.731	0.000	0.625	0.894	0.899	0.000	0.970
	0.909				0.935				0.874				0.935				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Ikea Way & E Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-018
Date: 4/26/2018

Total

NS/EW Streets:	S Ikea Way				S Ikea Way				E Verdugo Ave				E Verdugo Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	5	0	0	7	9	37	0	19	32	7	0	0	119	23	0	260
7:15 AM	2	4	0	0	8	10	31	0	22	46	3	0	0	155	18	0	299
7:30 AM	3	7	0	0	12	11	43	0	23	52	7	0	1	155	28	0	342
7:45 AM	2	5	1	0	19	14	33	0	36	74	11	0	0	165	28	0	388
8:00 AM	4	4	1	0	16	13	31	0	18	69	8	0	2	153	24	0	343
8:15 AM	4	4	2	0	21	20	23	0	16	54	4	0	3	167	33	0	351
8:30 AM	1	4	1	0	25	12	36	0	20	42	7	0	1	157	37	0	343
8:45 AM	3	8	0	0	21	17	37	0	21	34	8	0	1	137	43	0	330
9:00 AM	3	4	0	0	24	15	33	0	24	41	10	0	1	119	31	0	305
9:15 AM	4	4	3	0	22	25	25	0	24	34	9	0	2	126	17	0	295
9:30 AM	9	4	1	0	12	30	39	0	21	37	13	0	1	129	28	0	324
9:45 AM	6	9	4	0	24	31	31	0	28	39	11	0	6	135	31	0	355
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	43	62	13	0	211	207	399	0	272	554	98	0	18	1717	341	0	3935
APPROACH %'s :	36.44%	52.54%	11.02%	0.00%	25.83%	25.34%	48.84%	0.00%	29.44%	59.96%	10.61%	0.00%	0.87%	82.71%	16.43%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	11	17	5	0	81	59	123	0	90	239	30	0	6	642	122	0	1425
PEAK HR FACTOR :	0.688	0.850	0.625	0.000	0.810	0.738	0.854	0.000	0.625	0.807	0.682	0.000	0.500	0.961	0.824	0.000	0.918
	0.825				0.901				0.742				0.948				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	34	49	0	0	27	35	76	0	28	90	10	0	6	106	24	0	485
4:45 PM	14	21	7	0	36	25	63	0	35	92	20	0	2	103	29	0	447
5:00 PM	24	48	5	0	44	30	78	0	41	100	12	0	1	118	38	0	539
5:15 PM	17	43	0	0	41	25	69	0	27	88	26	0	5	95	33	0	469
5:30 PM	27	36	9	0	30	29	70	0	43	108	19	0	2	98	42	0	513
5:45 PM	12	29	4	0	25	30	63	0	36	108	13	0	5	99	42	0	466
6:00 PM	19	36	2	0	37	39	84	0	32	90	19	0	1	104	40	0	503
6:15 PM	21	33	4	0	36	37	77	0	26	95	15	0	3	117	30	0	494
6:30 PM	14	35	2	0	36	33	72	0	20	81	18	0	2	129	37	0	479
6:45 PM	23	35	4	0	36	26	56	0	30	83	16	0	1	90	19	0	419
7:00 PM	22	30	4	0	31	27	70	0	24	74	16	0	3	111	28	0	440
7:15 PM	24	33	3	0	21	35	72	0	22	46	10	0	2	104	30	0	402
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	251	428	44	0	400	371	850	0	364	1055	194	0	33	1274	392	0	5656
APPROACH %'s :	34.72%	59.20%	6.09%	0.00%	24.68%	22.89%	52.44%	0.00%	22.57%	65.41%	12.03%	0.00%	1.94%	74.99%	23.07%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	80	156	18	0	140	114	280	0	147	404	70	0	13	410	155	0	1987
PEAK HR FACTOR :	0.741	0.813	0.500	0.000	0.795	0.950	0.897	0.000	0.855	0.935	0.673	0.000	0.650	0.869	0.923	0.000	0.922
	0.825				0.878				0.913				0.920				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Front St & I-5 Freeway SB On Ramp
City: Burbank
Control: Signalized

Project ID: 18-05253-019
Date: 4/24/2018

Total

NS/EW Streets:	S Front St				S Front St				I-5 Freeway SB On Ramp				I-5 Freeway SB On Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	2	0	0	0	0	0	0	1.5	0	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	29	121	0	2	9	0	0	0	0	0	0	41	0	9	0	211
7:15 AM	0	43	142	0	6	7	0	0	0	0	0	0	58	0	10	0	266
7:30 AM	0	44	140	0	1	8	0	0	0	0	0	0	69	0	10	0	272
7:45 AM	0	44	133	0	0	6	0	0	0	0	0	0	77	0	7	0	267
8:00 AM	0	44	133	0	0	7	0	0	0	0	0	0	70	0	7	0	261
8:15 AM	0	56	153	0	2	8	0	0	0	0	0	0	79	0	2	0	300
8:30 AM	0	34	113	0	1	7	0	0	0	0	0	0	62	0	12	0	229
8:45 AM	0	47	119	0	0	4	0	0	0	0	0	0	80	0	2	0	252
9:00 AM	0	28	97	0	0	8	0	0	0	0	0	0	51	0	4	0	188
9:15 AM	0	32	116	0	1	6	0	0	0	0	0	0	82	0	2	0	239
9:30 AM	0	30	132	0	0	7	0	0	0	0	0	0	57	0	3	0	229
9:45 AM	0	39	149	0	1	5	0	0	0	0	0	0	97	0	7	0	298
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	470	1548	0	14	82	0	0	0	0	0	0	823	0	75	0	3012
APPROACH %'s :	0.00%	23.29%	76.71%	0.00%	14.58%	85.42%	0.00%	0.00%					91.65%	0.00%	8.35%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**																TOTAL
PEAK HR VOL :	0	188	559	0	3	29	0	0	0	0	0	0	295	0	26	0	1100
PEAK HR FACTOR :	0.000	0.839	0.913	0.000	0.375	0.906	0.000	0.000	0.000	0.000	0.000	0.000	0.934	0.000	0.650	0.000	0.917
		0.894				0.800								0.955			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	2	0	0	0	0	0	0	1.5	0	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	45	180	0	0	6	0	0	0	0	0	0	106	0	6	0	343
4:45 PM	0	56	129	0	5	16	0	0	0	0	0	0	144	0	14	0	364
5:00 PM	0	41	167	0	3	14	0	0	0	0	0	0	116	0	6	0	347
5:15 PM	0	46	172	0	2	7	0	0	0	0	0	0	124	0	5	0	356
5:30 PM	0	52	149	0	2	14	0	0	0	0	0	0	124	0	7	0	348
5:45 PM	0	50	148	0	4	27	0	0	0	0	0	0	131	0	5	0	365
6:00 PM	0	59	145	0	5	10	0	0	0	0	0	0	104	0	3	0	326
6:15 PM	0	39	157	0	1	16	0	0	0	0	0	0	91	0	5	0	309
6:30 PM	0	39	124	0	2	8	0	0	0	0	0	0	112	0	6	0	291
6:45 PM	0	40	128	0	0	9	0	0	0	0	0	0	111	0	10	0	298
7:00 PM	0	44	142	0	1	10	0	0	0	0	0	0	86	0	7	0	290
7:15 PM	0	31	118	0	0	4	0	0	0	0	0	0	109	0	8	0	270
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	542	1759	0	25	141	0	0	0	0	0	0	1358	0	82	0	3907
APPROACH %'s :	0.00%	23.55%	76.45%	0.00%	15.06%	84.94%	0.00%	0.00%					94.31%	0.00%	5.69%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	0	189	636	0	11	62	0	0	0	0	0	0	495	0	23	0	1416
PEAK HR FACTOR :	0.000	0.909	0.924	0.000	0.688	0.574	0.000	0.000	0.000	0.000	0.000	0.000	0.945	0.000	0.821	0.000	0.970
		0.946				0.589								0.952			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Front St & I-5 Freeway SB On Ramp
City: Burbank
Control: Signalized

Project ID: 18-05253-019
Date: 4/25/2018

Total

NS/EW Streets:	S Front St				S Front St				I-5 Freeway SB On Ramp				I-5 Freeway SB On Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	2	0	0	0	0	0	0	1.5	0	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	32	138	0	0	7	0	0	0	0	0	0	52	0	4	0	233
7:15 AM	0	44	156	0	2	6	0	0	0	0	0	0	58	0	6	0	272
7:30 AM	0	48	135	0	0	11	0	0	0	0	0	0	55	0	12	0	261
7:45 AM	0	53	143	0	2	7	0	0	0	0	0	0	91	0	5	0	301
8:00 AM	0	57	145	0	2	9	0	0	0	0	0	0	75	0	9	0	297
8:15 AM	0	47	151	0	1	4	0	0	0	0	0	0	78	0	2	0	283
8:30 AM	0	43	147	0	0	8	0	0	0	0	0	0	64	0	6	0	268
8:45 AM	0	51	140	0	0	7	0	0	0	0	0	0	89	0	4	0	291
9:00 AM	0	40	108	0	0	5	0	0	0	0	0	0	7	0	0	0	160
9:15 AM	0	49	129	0	1	6	0	0	0	0	0	0	0	0	0	0	185
9:30 AM	0	41	129	0	1	7	0	0	0	0	0	0	0	0	0	0	178
9:45 AM	0	42	132	0	0	3	0	0	0	0	0	0	0	0	0	0	177
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	547	1653	0	9	80	0	0	0	0	0	0	569	0	48	0	2906
APPROACH %'s :	0.00%	24.86%	75.14%	0.00%	10.11%	89.89%	0.00%	0.00%					92.22%	0.00%	7.78%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	200	586	0	5	28	0	0	0	0	0	0	308	0	22	0	1149
PEAK HR FACTOR :	0.000	0.877	0.970	0.000	0.625	0.778	0.000	0.000	0.000	0.000	0.000	0.000	0.846	0.000	0.611	0.000	0.954
	0.973				0.750								0.859				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	2	0	0	0	0	0	0	1.5	0	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	56	156	0	0	5	0	0	0	0	0	0	115	0	2	0	334
4:45 PM	0	50	127	0	7	18	0	0	0	0	0	0	154	0	12	0	368
5:00 PM	0	56	156	0	2	20	0	0	0	0	0	0	139	0	7	0	380
5:15 PM	0	55	146	0	3	7	0	0	0	0	0	0	131	0	6	0	348
5:30 PM	0	81	151	0	4	19	0	0	0	0	0	0	136	0	9	0	400
5:45 PM	0	65	125	0	5	17	0	0	0	0	0	0	166	0	9	0	387
6:00 PM	0	55	134	0	3	13	0	0	0	0	0	0	130	0	14	0	349
6:15 PM	0	46	130	0	3	7	0	0	0	0	0	0	131	0	23	0	340
6:30 PM	0	62	133	0	2	7	0	0	0	0	0	0	139	0	36	0	379
6:45 PM	0	70	141	0	1	11	0	0	0	0	0	0	118	0	36	0	377
7:00 PM	0	58	158	0	3	17	0	0	0	0	0	0	96	0	9	0	341
7:15 PM	0	39	159	0	4	8	0	0	0	0	0	0	94	0	8	0	312
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	693	1716	0	37	149	0	0	0	0	0	0	1549	0	171	0	4315
APPROACH %'s :	0.00%	28.77%	71.23%	0.00%	19.89%	80.11%	0.00%	0.00%					90.06%	0.00%	9.94%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	257	578	0	14	63	0	0	0	0	0	0	572	0	31	0	1515
PEAK HR FACTOR :	0.000	0.793	0.926	0.000	0.700	0.788	0.000	0.000	0.000	0.000	0.000	0.000	0.861	0.000	0.861	0.000	0.947
	0.900				0.837								0.861				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Front St & I 5 Freeway SB On Ramp
City: Burbank
Control: Signalized

Project ID: 18-05253-019
Date: 4/26/2018

Total

NS/EW Streets:	S Front St				S Front St				I 5 Freeway SB On Ramp				I 5 Freeway SB On Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	2	0	0	0	0	0	0	1.5	0	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	30	129	0	2	6	0	0	0	0	0	0	49	0	4	0	220
7:15 AM	0	48	140	0	3	7	0	0	0	0	0	0	69	0	6	0	273
7:30 AM	0	51	150	0	1	9	0	0	0	0	0	0	71	0	9	0	291
7:45 AM	0	57	143	0	1	8	0	0	0	0	0	0	115	0	5	0	329
8:00 AM	0	47	139	0	0	7	0	0	0	0	0	0	90	0	5	0	288
8:15 AM	0	54	139	0	0	5	0	0	0	0	0	0	63	0	2	0	263
8:30 AM	0	49	141	0	2	6	0	0	0	0	0	0	69	0	3	0	270
8:45 AM	0	50	123	0	1	4	0	0	0	0	0	0	55	0	6	0	239
9:00 AM	0	45	113	0	0	7	0	0	0	0	0	0	67	0	3	0	235
9:15 AM	0	48	109	0	1	4	0	0	0	0	0	0	66	0	3	0	231
9:30 AM	0	43	127	0	2	9	0	0	0	0	0	0	62	0	4	0	247
9:45 AM	0	51	124	0	2	2	0	0	0	0	0	0	71	0	4	0	254
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	573	1577	0	15	74	0	0	0	0	0	0	847	0	54	0	3140
APPROACH %'s :	0.00%	26.65%	73.35%	0.00%	16.85%	83.15%	0.00%	0.00%					94.01%	0.00%	5.99%	0.00%	
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	0	203	572	0	5	31	0	0	0	0	0	0	345	0	25	0	1181
PEAK HR FACTOR :	0.000	0.890	0.953	0.000	0.417	0.861	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.694	0.000	0.897
		0.964				0.900								0.771			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	1	2	0	0	0	0	0	0	1.5	0	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	0	69	153	0	1	4	0	0	0	0	0	0	122	0	2	0	351
4:45 PM	0	50	129	0	3	23	0	0	0	0	0	0	133	0	11	0	349
5:00 PM	0	60	162	0	3	10	0	0	0	0	0	0	153	0	10	0	398
5:15 PM	0	55	128	0	1	15	0	0	0	0	0	0	133	0	5	0	337
5:30 PM	0	63	129	0	1	16	0	0	0	0	0	0	137	0	4	0	350
5:45 PM	0	54	114	0	4	18	0	0	0	0	0	0	140	0	5	0	335
6:00 PM	0	69	143	0	5	17	0	0	0	0	0	0	125	0	5	0	364
6:15 PM	0	80	138	0	1	14	0	0	0	0	0	0	126	0	10	0	369
6:30 PM	0	74	135	0	3	9	0	0	0	0	0	0	105	0	13	0	339
6:45 PM	0	52	119	0	3	11	0	0	0	0	0	0	115	0	17	0	317
7:00 PM	0	59	142	0	2	13	0	0	0	0	0	0	96	0	6	0	318
7:15 PM	0	43	159	0	1	5	0	0	0	0	0	0	76	0	4	0	288
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	728	1651	0	28	155	0	0	0	0	0	0	1461	0	92	0	4115
APPROACH %'s :	0.00%	30.60%	69.40%	0.00%	15.30%	84.70%	0.00%	0.00%					94.08%	0.00%	5.92%	0.00%	
PEAK HR :	**04:30 PM - 05:30 PM**																TOTAL
PEAK HR VOL :	0	234	572	0	8	52	0	0	0	0	0	0	541	0	28	0	1435
PEAK HR FACTOR :	0.000	0.848	0.883	0.000	0.667	0.565	0.000	0.000	0.000	0.000	0.000	0.000	0.884	0.000	0.636	0.000	0.901
		0.908				0.577								0.873			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S First St & E Angeleno Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-015
Date: 4/24/2018

Total

NS/EW Streets:	S First St				S First St				E Angeleno Ave				E Angeleno Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	26	26	10	0	6	27	5	0	33	35	13	0	3	22	9	0	215
7:15 AM	27	33	5	0	5	49	6	0	31	46	4	0	7	31	11	0	255
7:30 AM	26	25	6	0	6	47	6	0	38	56	13	0	5	16	10	0	254
7:45 AM	35	40	8	0	9	66	8	0	42	73	13	0	1	32	10	0	337
8:00 AM	30	44	3	0	7	39	7	0	45	73	13	0	7	27	13	0	308
8:15 AM	18	52	8	0	13	67	6	0	45	68	13	0	10	26	16	0	342
8:30 AM	30	34	8	0	6	47	7	0	36	64	15	0	3	30	13	0	293
8:45 AM	17	46	3	0	16	54	7	0	70	59	12	0	1	25	24	0	334
9:00 AM	21	47	1	0	7	43	7	0	72	64	16	0	3	18	11	0	310
9:15 AM	13	41	6	0	8	73	3	0	60	63	13	0	3	24	22	0	329
9:30 AM	26	47	8	0	12	55	4	0	50	52	19	0	3	15	15	0	306
9:45 AM	21	55	4	0	9	73	4	0	45	67	22	0	3	12	20	1	336
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	290	490	70	0	104	640	70	0	567	720	166	0	49	278	174	1	3619
APPROACH %'s :	34.12%	57.65%	8.24%	0.00%	12.78%	78.62%	8.60%	0.00%	39.02%	49.55%	11.42%	0.00%	9.76%	55.38%	34.66%	0.20%	
PEAK HR :	**09:00 AM - 10:00 AM**																TOTAL
PEAK HR VOL :	81	190	19	0	36	244	18	0	227	246	70	0	12	69	68	1	1281
PEAK HR FACTOR :	0.779	0.864	0.594	0.000	0.750	0.836	0.643	0.000	0.788	0.918	0.795	0.000	1.000	0.719	0.773	0.250	0.953
		0.895				0.866				0.893				0.765			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	39	68	16	0	8	125	14	0	37	75	24	0	17	29	23	0	475
4:45 PM	33	87	23	0	23	125	7	0	42	65	17	0	16	27	24	0	489
5:00 PM	40	80	18	0	18	106	24	1	47	67	21	0	14	40	28	0	504
5:15 PM	43	70	6	0	24	126	23	0	46	64	23	0	9	27	30	0	491
5:30 PM	38	75	10	0	22	120	18	0	47	88	16	0	11	22	26	0	493
5:45 PM	40	84	11	0	21	117	12	0	47	67	25	0	5	15	27	0	471
6:00 PM	38	52	12	0	23	102	20	1	56	89	32	0	13	24	19	0	481
6:15 PM	33	61	16	0	27	127	23	0	45	90	15	0	16	23	21	0	497
6:30 PM	38	62	6	0	26	110	15	0	43	69	18	0	8	19	30	0	444
6:45 PM	33	53	3	0	27	107	17	0	50	86	24	0	8	15	20	0	443
7:00 PM	29	75	6	0	16	102	11	0	45	56	22	0	12	15	15	0	404
7:15 PM	25	46	3	0	19	105	8	0	50	75	25	0	6	9	19	0	390
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	429	813	130	0	254	1372	192	2	555	891	262	0	135	265	282	0	5582
APPROACH %'s :	31.27%	59.26%	9.48%	0.00%	13.96%	75.38%	10.55%	0.11%	32.49%	52.17%	15.34%	0.00%	19.79%	38.86%	41.35%	0.00%	
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	154	312	57	0	87	477	72	1	182	284	77	0	50	116	108	0	1977
PEAK HR FACTOR :	0.895	0.897	0.620	0.000	0.906	0.946	0.750	0.250	0.968	0.807	0.837	0.000	0.781	0.725	0.900	0.000	0.981
		0.914				0.921				0.899				0.835			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S First St & E Angeleno Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-015
Date: 4/25/2018

Total

NS/EW Streets:	S First St				S First St				E Angeleno Ave				E Angeleno Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	22	27	4	0	5	36	2	0	29	40	11	0	1	25	14	0	216
7:15 AM	22	31	8	0	6	42	10	0	37	43	14	0	9	34	9	0	265
7:30 AM	20	38	4	0	16	50	2	0	38	62	12	0	2	27	15	0	286
7:45 AM	22	34	7	0	18	60	5	0	43	58	10	0	5	30	15	0	307
8:00 AM	28	41	5	0	11	61	8	1	36	70	9	0	7	39	13	0	329
8:15 AM	24	32	1	0	11	80	11	1	48	70	16	0	7	28	12	0	341
8:30 AM	34	34	2	0	9	65	9	0	44	61	12	0	7	25	25	0	327
8:45 AM	28	50	7	0	12	58	5	0	68	92	19	0	5	16	13	0	373
9:00 AM	15	40	1	0	13	57	4	0	67	63	12	0	2	22	19	0	315
9:15 AM	14	24	3	0	6	52	6	0	83	67	21	0	10	19	17	0	322
9:30 AM	23	36	2	0	7	70	4	0	66	47	19	0	9	23	14	0	320
9:45 AM	22	39	1	0	6	77	8	0	59	55	22	0	3	14	18	0	324
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	274	426	45	0	120	708	74	2	618	728	177	0	67	302	184	0	3725
APPROACH %'s :	36.78%	57.18%	6.04%	0.00%	13.27%	78.32%	8.19%	0.22%	40.58%	47.80%	11.62%	0.00%	12.12%	54.61%	33.27%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	114	157	15	0	43	264	33	2	196	293	56	0	26	108	63	0	1370
PEAK HR FACTOR :	0.838	0.785	0.536	0.000	0.896	0.825	0.750	0.500	0.721	0.796	0.737	0.000	0.929	0.692	0.630	0.000	0.918
	0.841				0.830				0.761				0.835				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	32	80	12	0	21	107	12	1	36	66	15	0	13	29	27	0	451
4:45 PM	36	86	13	0	23	107	15	0	40	78	23	0	14	26	26	0	487
5:00 PM	47	62	10	0	16	122	31	0	42	85	13	0	11	30	30	0	499
5:15 PM	29	80	6	0	17	140	25	0	46	71	18	0	6	41	21	0	500
5:30 PM	34	69	9	0	18	117	18	0	40	82	20	0	17	26	21	0	471
5:45 PM	41	77	17	0	30	120	14	1	42	73	18	0	13	24	34	0	504
6:00 PM	37	70	14	0	19	130	17	1	49	69	15	0	5	21	22	0	469
6:15 PM	45	64	15	0	18	121	16	0	56	86	27	0	7	23	11	0	489
6:30 PM	30	82	6	0	28	138	17	0	38	90	20	0	15	16	27	0	507
6:45 PM	37	56	10	0	22	144	15	0	46	73	23	0	12	19	16	0	473
7:00 PM	31	51	7	0	22	108	11	0	41	66	22	0	11	17	15	0	402
7:15 PM	23	46	4	0	25	120	9	0	40	69	22	0	11	18	18	0	405
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	422	823	123	0	259	1474	200	3	516	908	236	0	135	290	268	0	5657
APPROACH %'s :	30.85%	60.16%	8.99%	0.00%	13.38%	76.14%	10.33%	0.15%	31.08%	54.70%	14.22%	0.00%	19.48%	41.85%	38.67%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	151	288	42	0	81	499	88	1	170	311	69	0	47	121	106	0	1974
PEAK HR FACTOR :	0.803	0.900	0.618	0.000	0.675	0.891	0.710	0.250	0.924	0.915	0.863	0.000	0.691	0.738	0.779	0.000	0.979
	0.891				0.919				0.968				0.965				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S First St & E Angeleno Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-015
Date: 4/26/2018

Total

NS/EW Streets:	S First St				S First St				E Angeleno Ave				E Angeleno Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	23	25	8	0	6	38	6	0	19	33	7	0	9	26	10	0	210
7:15 AM	23	29	12	0	2	34	4	0	47	54	13	0	6	22	15	0	261
7:30 AM	30	33	8	0	14	48	2	0	40	50	10	0	9	20	9	0	273
7:45 AM	33	43	13	0	14	63	13	0	35	62	17	0	3	30	12	0	338
8:00 AM	17	39	5	0	8	48	11	0	38	69	10	0	9	37	9	0	300
8:15 AM	23	34	6	0	14	55	10	0	53	64	8	0	7	35	10	0	319
8:30 AM	33	38	4	0	11	65	7	0	41	64	15	0	9	33	9	0	329
8:45 AM	38	46	2	0	16	64	5	0	61	76	17	0	6	22	19	0	372
9:00 AM	15	47	1	0	11	53	6	0	69	59	24	0	3	22	13	0	323
9:15 AM	12	30	5	0	12	59	4	1	66	64	9	0	8	20	26	0	316
9:30 AM	21	34	6	0	11	64	4	0	57	58	20	0	5	25	16	0	321
9:45 AM	25	43	9	0	11	66	7	0	44	54	17	0	7	20	12	0	315
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	293	441	79	0	130	657	79	1	570	707	167	0	81	312	160	0	3677
APPROACH %'s :	36.04%	54.24%	9.72%	0.00%	14.99%	75.78%	9.11%	0.12%	39.47%	48.96%	11.57%	0.00%	14.65%	56.42%	28.93%	0.00%	
PEAK HR :	**08:15 AM - 09:15 AM**																TOTAL
PEAK HR VOL :	109	165	13	0	52	237	28	0	224	263	64	0	25	112	51	0	1343
PEAK HR FACTOR :	0.717	0.878	0.542	0.000	0.813	0.912	0.700	0.000	0.812	0.865	0.667	0.000	0.694	0.800	0.671	0.000	0.903
	0.834				0.932				0.894				0.904				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	1	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:30 PM	40	72	8	0	16	119	17	0	53	68	21	0	7	26	26	0	473
4:45 PM	21	65	12	0	23	102	21	0	39	65	22	0	18	31	24	0	443
5:00 PM	35	80	14	0	18	130	11	0	54	69	14	0	10	50	21	0	506
5:15 PM	39	72	7	0	31	126	21	0	53	56	16	0	10	25	20	0	476
5:30 PM	34	89	14	0	20	121	21	2	45	58	13	0	16	26	26	0	485
5:45 PM	26	71	21	0	21	122	21	0	37	73	11	0	7	20	23	0	453
6:00 PM	41	75	6	0	25	140	12	0	45	74	16	0	9	30	25	0	498
6:15 PM	29	66	10	0	26	132	28	0	44	86	24	0	10	25	42	0	522
6:30 PM	33	77	11	0	31	143	15	0	40	81	17	0	15	32	25	0	520
6:45 PM	27	60	9	0	23	104	10	0	61	74	18	0	8	19	26	0	439
7:00 PM	31	56	9	0	16	108	12	1	56	71	25	0	12	20	26	0	443
7:15 PM	26	69	4	0	27	116	14	1	68	81	20	0	5	8	13	0	452
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	382	852	125	0	277	1463	203	4	595	856	217	0	127	312	297	0	5710
APPROACH %'s :	28.11%	62.69%	9.20%	0.00%	14.23%	75.14%	10.43%	0.21%	35.67%	51.32%	13.01%	0.00%	17.26%	42.39%	40.35%	0.00%	
PEAK HR :	**05:45 PM - 06:45 PM**																TOTAL
PEAK HR VOL :	129	289	48	0	103	537	76	0	166	314	68	0	41	107	115	0	1993
PEAK HR FACTOR :	0.787	0.938	0.571	0.000	0.831	0.939	0.679	0.000	0.922	0.913	0.708	0.000	0.683	0.836	0.685	0.000	0.955
	0.955				0.947				0.890				0.854				

National Data & Surveying Services

Intersection Turning Movement Count

Location: W Olive Ave & W Verdugo Ave/ S Sparks St
City: Burbank
Control: Signalized

Project ID: 18-05253-024
Date: 4/24/2018

Total

NS/EW Streets:	W Olive Ave						W Olive Ave						W Verdugo Ave/ S Sparks St						W Verdugo Ave/ S Sparks St																		
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	1	2	0	0	0	0	1	2	1	0	0	0	1	0.5	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	1	57	14	0	3	11	0	127	23	0	3	3	16	38	1	0	5	0	15	24	0	0	1	0	8	0	0	4	7	0	3	0	3	5	1	2	375
7:15 AM	0	64	7	0	1	5	0	137	17	0	0	0	32	35	0	0	3	0	16	18	0	0	1	1	3	0	0	2	3	1	2	0	1	4	3	1	357
7:30 AM	1	72	20	0	1	5	0	139	27	0	2	0	17	72	1	0	2	0	23	44	0	0	2	2	13	0	2	21	6	1	7	0	8	17	0	3	508
7:45 AM	0	100	29	0	2	12	0	191	50	0	2	1	35	76	1	0	3	3	29	88	0	0	2	0	24	0	4	30	2	0	7	0	6	28	4	2	731
8:00 AM	1	105	18	0	2	4	0	194	24	0	5	1	36	63	1	0	5	1	26	44	0	0	2	0	7	0	2	19	4	3	6	0	4	5	4	4	590
8:15 AM	1	114	18	0	0	9	0	166	29	0	4	0	36	68	0	0	3	1	24	27	0	0	0	0	5	0	1	7	2	1	0	0	4	5	4	1	530
8:30 AM	0	86	13	0	2	8	1	240	29	0	7	2	46	61	2	0	5	1	33	36	0	0	3	1	4	0	4	2	6	2	6	0	6	4	5	0	615
8:45 AM	0	130	14	0	1	3	3	190	24	0	2	2	61	56	1	0	5	2	27	30	0	0	3	0	6	0	1	3	7	2	1	0	6	11	4	1	596
9:00 AM	2	115	22	0	3	11	0	222	27	0	2	1	27	48	3	0	4	2	25	28	0	0	1	0	2	0	2	3	3	1	2	0	4	3	0	0	563
9:15 AM	0	113	14	0	2	7	0	211	24	0	4	1	40	43	0	0	1	0	21	27	0	0	2	1	5	0	5	4	8	1	4	0	1	8	3	1	551
9:30 AM	1	135	15	0	3	9	0	180	28	0	2	2	48	37	1	0	2	2	13	27	0	0	0	2	2	0	3	7	2	2	2	0	8	5	6	1	545
9:45 AM	0	138	24	0	3	7	0	158	29	0	0	4	48	40	4	0	5	3	17	42	0	0	1	1	3	0	1	1	1	3	3	0	6	3	5	1	551
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	7	1229	208	0	23	91	4	2155	331	0	33	17	442	637	15	0	43	15	269	435	0	0	18	8	82	0	25	103	51	17	0	43	0	57	98	39	17	6312
APPROACH %'s :	0.45%	78.88%	13.35%	0.00%	1.48%	5.84%	0.16%	84.84%	13.03%	0.00%	1.30%	0.67%	38.37%	55.30%	1.30%	0.00%	3.73%	1.30%	36.85%	59.59%	0.00%	0.00%	2.47%	1.10%	29.50%	0.00%	8.99%	37.05%	18.35%	6.12%	0.00%	16.93%	0.00%	22.44%	38.58%	15.35%	6.69%	
PEAK HR :	07:45 AM - 08:45 AM																																					TOTAL
PEAK HR VOL :	2	405	79	0	6	33	1	791	132	0	18	4	153	268	4	0	16	6	112	195	0	0	7	1	40	0	11	58	14	6	0	19	0	20	42	17	7	2466
PEAK HR FACTOR :	0.500	0.888	0.672	0.000	0.750	0.688	0.250	0.824	0.660	0.000	0.643	0.500	0.832	0.882	0.500	0.000	0.800	0.500	0.848	0.554	0.000	0.000	0.583	0.250	0.417	0.000	0.688	0.483	0.583	0.500	0.000	0.679	0.000	0.833	0.375	0.850	0.438	0.843
			0.916						0.848						0.947						0.662													0.559				

PM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	1	2	0	0	0	0	1	2	1	0	0	0	1	0.5	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
4:30 PM	0	171	23	0	3	5	0	154	45	0	6	1	56	54	4	0	4	1	20	38	0	0	2	0	4	0	2	6	2	2	4	0	4	4	2	1	621
4:45 PM	0	206	15	0	3	4	1	135	49	0	2	2	68	62	0	0	4	1	16	35	0	0	2	0	3	0	5	6	2	0	5	0	1	2	1	2	632
5:00 PM	0	200	23	0	0	6	1	131	56	0	4	1	70	63	1	0	7	1	16	56	0	0	1	0	7	0	3	6	3	2	8	0	3	4	3	1	677
5:15 PM	0	207	22	0	6	9	0	139	60	0	0	4	63	64	2	0	1	3	22	41	0	0	3	0	7	0	4	5	2	3	4	0	5	15	8	2	701
5:30 PM	0	233	18	0	4	3	0	158	49	0	7	6	55	57	2	0	3	4	15	47	0	0	1	0	4	0	3	6	3	4	9	0	3	10	4	1	709
5:45 PM	0	218	17	0	1	7	0	129	35	0	4	3	60	57	0	0	0	0	18	56	0	0	4	0	7	0	0	7	5	2	5	0	0	9	0	0	653
6:00 PM	0	225	29	0	3	2	1	135	50	0	0	3	68	73	1	0	2	4	21	42	0	0	5	0	7	0	7	10	1	1	1	0	3	8	2	1	705
6:15 PM	0	245	22	0	5	3	0	144	65	0	1	1	59	64	1	0	2	2	16	40	0	0	0	1	1	0	3	8	1	1	5	0	5	11	4	0	710
6:30 PM	0	236	21	0	2	4	0	97	53	0	3	2	52	63	0	0	2	0	20	33	0	0	2	0	6	0	1	7	1	1	3	0	3	9	7	3	631
6:45 PM	0	196	28	0	4	7	0	106	45	0	3	0	43	58	2	0	3	3	20	43	0	0	1	1	5	0	8	10	3	2	6	0	2	2	0	0	691
7:00 PM	0	170	25	0	4	10	0	130	39	0	3	1	33	39	1	0	5	0	15	26	0	0	1	0	2	0	4	5	5	0	4	0	2	9	3	1	537
7:15 PM	0	191	14	0	2	5	0	135	41	0	0	1	37	41	1	0	5	3	13	27	0	0	0	1	1	0	2	5	0	2	5	0	5	4	3	0	544
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	2500	257	0	37	65	3	1593	587	0	33	25	664	695	15	0	38	22	212	484	0	0	22	3	54	0	51	81	28	21	0	59	0	36	87	37	12	7721
APPROACH %'s :	0.00%	87.44%	8.99%	0.00%	1.29%	2.27%	0.13%	71.08%	26.19%	0.00%	1.47%	1.12%	46.30%	48.47%	1.05%	0.00%	2.65%	1.53%	29.40%	67.13%	0.00%	0.00%	3.05%	0.42%	22.98%	0.00%	21.70%	34.47%	11.91%	8.94%	0.00%	25.54%	0.00%	15.58%	37.66%	16.02%	5.19%	
PEAK HR :	05:30 PM - 06:30 PM																																					TOTAL
PEAK HR VOL :	0	921	86	0	13	15	1	566	199	0	12	13	242	251	4	0	7	10	70	185	0	0	10	1	19	0	22	31	10	8	0	20	0	11	38	10	2	2777
PEAK HR FACTOR :	0.000	0.940	0.741	0.000	0.650	0.536	0.250	0.896	0.765	0.000	0.429	0.542	0.890	0.860	0.500	0.000	0.583	0.625	0.833	0.826	0.000	0.000	0.500	0.250	0.679	0.000	0.611	0.775	0.500	0.500	0.000	0.556	0.000	0.550	0.864	0.625	0.500	0.978
			0.941						0.899						0.868						0.853													0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: W Olive Ave & W Verdugo Ave/ S Sparks St
City: Burbank
Control: Signalized

Project ID: 18-05253-024
Date: 4/25/2018

Total

AM

NS/EW Streets:	W Olive Ave						W Olive Ave						W Verdugo Ave/ S Sparks St						W Verdugo Ave/ S Sparks St																		
	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	1	2	0	0	0	0	1	2	1	0	0	0	1	0.5	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	55	11	0	1	10	0	145	27	0	1	3	23	52	1	0	4	1	21	33	0	0	2	1	6	0	0	6	6	0		2	0	4	6	1	4	426
7:15 AM	1	57	13	0	0	7	0	131	20	0	4	0	21	46	0	0	3	0	14	28	0	0	0	1	5	0	0	8	1	1		2	0	4	3	2	0	372
7:30 AM	0	105	21	0	0	10	1	154	32	0	2	2	25	54	0	0	3	1	26	51	0	0	2	0	10	0	2	14	3	0		5	0	4	25	2	0	554
7:45 AM	1	113	29	0	2	8	0	203	51	0	3	3	41	90	1	0	3	0	27	84	0	0	1	2	20	0	3	19	1	0		6	0	6	22	1	0	740
8:00 AM	0	84	20	0	2	11	1	203	35	0	3	0	37	66	1	0	5	1	28	37	0	0	2	2	7	0	3	13	4	2		9	0	3	13	9	0	601
8:15 AM	0	107	12	0	0	1	0	211	46	0	4	2	45	56	2	0	1	1	24	32	0	0	0	1	4	0	1	8	4	2		2	0	4	8	5	2	585
8:30 AM	0	130	21	0	0	12	0	197	37	0	1	0	33	78	0	0	4	0	35	38	0	0	0	2	4	0	2	4	4	2		4	0	4	5	4	0	621
8:45 AM	1	122	19	0	3	8	0	208	38	0	2	2	47	57	0	0	5	0	30	30	0	0	2	1	10	0	5	2	2	0		8	0	2	7	3	1	615
9:00 AM	0	92	20	0	0	9	0	211	25	0	7	2	52	73	4	0	7	1	26	24	0	0	2	1	5	0	4	8	6	3		3	0	6	8	2	0	691
9:15 AM	10	110	17	0	1	10	0	217	32	0	4	3	31	35	1	0	1	0	22	31	0	0	1	1	3	0	1	4	1	1		6	0	5	4	6	0	558
9:30 AM	1	118	11	0	6	8	0	175	23	0	2	3	39	45	3	0	3	0	24	32	0	0	3	0	3	0	4	6	5	1		3	0	5	4	7	3	537
9:45 AM	1	167	23	0	2	9	0	179	35	0	6	3	51	46	3	0	6	3	24	18	1	0	3	0	4	0	3	3	2	1		3	0	5	4	2	0	607
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	15	1260	217	0	17	103	2	2234	401	0	39	23	445	698	16	0	45	8	301	438	1	0	18	12	81	0	28	95	39	13	0	53	0	52	109	44	10	6817
APPROACH %'s :	0.93%	78.16%	13.46%	0.00%	1.05%	6.39%	0.07%	82.77%	14.86%	0.00%	1.44%	0.85%	36.72%	57.59%	1.32%	0.00%	3.71%	0.66%	39.09%	56.88%	0.13%	0.00%	2.34%	1.56%	31.64%	0.00%	10.94%	37.11%	15.23%	5.08%	0.00%	19.78%	0.00%	19.40%	40.67%	16.42%	3.73%	
PEAK HR :	07:45 AM - 08:45 AM																																					TOTAL
PEAK HR VOL :	1	434	82	0	4	32	1	814	169	0	11	5	156	290	4	0	13	2	114	191	0	0	3	7	35	0	9	44	13	6	0	21	0	17	48	19	2	2547
PEAK HR FACTOR :	0.250	0.835	0.707	0.000	0.500	0.667	0.250	0.964	0.828	0.000	0.688	0.417	0.867	0.806	0.500	0.000	0.650	0.500	0.814	0.568	0.000	0.000	0.375	0.875	0.438	0.000	0.750	0.579	0.813	0.750	0.000	0.583	0.000	0.708	0.545	0.528	0.250	0.860
			0.848						0.951						0.861						0.691													0.764				

PM

	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	1	2	0	0	0	0	1	2	1	0	0	0	1	0.5	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
4:30 PM	2	208	22	0	8	3	1	154	39	0	1	0	47	57	1	0	5	6	13	33	0	0	2	5	5	0	5	4	2	2		2	0	3	6	6	1	637
4:45 PM	2	220	21	0	5	6	2	154	33	0	1	3	48	56	4	0	7	0	15	27	1	0	4	2	5	0	3	7	6	2		4	0	2	1	6	2	649
5:00 PM	0	208	21	0	3	5	1	132	48	0	2	3	65	61	3	0	1	3	22	55	0	0	4	0	6	0	7	9	1	4		3	0	8	8	2	1	686
5:15 PM	2	248	17	0	2	5	0	172	61	0	1	3	55	56	3	0	4	5	17	49	0	0	2	1	5	0	3	3	5	6		11	0	3	8	7	1	755
5:30 PM	1	187	29	0	4	4	2	133	58	0	6	1	76	77	0	0	6	5	31	55	0	0	1	0	4	0	5	9	3	3		3	0	4	10	5	3	725
5:45 PM	0	218	28	0	5	2	0	128	59	0	7	5	74	74	0	0	5	0	21	38	0	0	1	1	6	0	2	7	3	2		6	0	4	7	3	1	707
6:00 PM	2	239	27	0	1	1	0	165	60	0	1	3	54	58	0	0	4	4	26	57	0	0	5	1	6	0	6	5	1	1		10	0	0	7	3	1	748
6:15 PM	0	233	15	0	2	5	0	150	66	0	2	4	59	49	2	0	5	2	25	52	0	0	6	1	4	0	10	3	3	4		6	0	3	7	2	2	722
6:30 PM	0	203	27	0	8	8	0	105	46	0	1	3	69	77	0	0	7	1	22	39	0	0	4	0	2	0	6	12	1	0		7	0	0	10	2	0	660
6:45 PM	3	225	29	0	4	11	0	127	45	0	2	8	68	62	0	0	1	1	22	40	0	0	2	0	6	0	8	11	3	3		5	0	3	3	5	0	697
7:00 PM	0	195	22	0	4	5	0	140	53	0	1	0	46	51	0	0	7	1	22	31	0	0	3	0	3	0	3	12	4	6		5	0	1	5	1	0	621
7:15 PM	0	214	24	0	0	5	0	122	66	0	3	0	43	39	2	0	4	1	13	24	0	0	0	0	1	0	3	7	1	1		5	0	2	5	2	1	588
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	12	2598	282	0	46	60	6	1682	634	0	28	33	704	717	15	0	53	29	249	500	1	0	35	6	53	0	61	89	34	34	0	67	0	33	77	44	13	8195
APPROACH %'s :	0.40%	86.66%	9.41%	0.00%	1.53%	2.00%	0.25%	70.58%	26.61%	0.00%	1.17%	1.38%	46.38%	47.23%	0.99%	0.00%	3.49%	1.91%	31.48%	63.21%	0.13%	0.00%	4.42%	0.76%	19.56%	0.00%	22.51%	32.84%	12.55%	12.55%	0.00%	28.63%	0.00%	14.10%	32.91%	18.80%	5.56%	
PEAK HR :	05:15 PM - 06:15 PM																																					TOTAL
PEAK HR VOL :	5	892	101	0	12	12	2	598	238	0	15	12	259	265	3	0	19	14	95	199	0	0	9	3	21	0	16	24	12	12	0	30	0	11	32	18	6	2935
PEAK HR FACTOR :	0.625	0.899	0.871	0.000	0.600	0.600	0.250	0.869	0.975	0.000	0.536	0.600	0.852	0.860	0.250	0.000	0.792	0.700	0.766	0.873	0.000	0.000	0.450	0.750	0.875	0.000	0.667	0.667	0.600	0.500	0.000	0.682	0.000	0.688	0.800	0.643	0.500	0.972
			0.932						0.912						0.854						0.860													0.808				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Sparks St & W Olive Ave / W Verdugo Ave
City: Burbank
Control: Signalized

Project ID: 18-05253-024
Date: 4/26/2018

Total

AM

NS/EW Streets:	S Sparks St						S Sparks St						W Olive Ave / W Verdugo Ave						W Olive Ave / W Verdugo Ave																		
	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	1	2	0	0	0		1	2	1	0	0	0	1	0.5	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	43	9	0	2	8	0	131	23	0	3	1	21	49	0	0	3	2	31	20	0	0	1	0	8	0	1	9	1	2	1	0	3	6	2	1	381
7:15 AM	0	65	9	0	2	7	0	154	17	0	3	0	17	44	1	0	1	0	26	15	1	0	0	0	6	0	0	8	0	0	4	0	2	4	4	0	390
7:30 AM	0	71	11	0	2	5	1	168	25	0	2	0	25	67	2	0	1	1	31	59	0	0	4	0	11	0	1	16	9	1	3	0	4	15	4	2	541
7:45 AM	0	98	35	0	1	17	1	202	48	0	4	3	36	80	3	0	7	1	29	79	0	0	3	0	12	0	5	22	3	2	9	0	6	26	4	0	736
8:00 AM	0	84	8	0	3	12	0	194	25	0	6	1	35	71	0	0	1	2	26	49	0	0	1	0	8	0	0	15	9	2	6	0	12	9	3	3	585
8:15 AM	0	117	12	0	1	7	0	216	38	0	3	1	39	59	1	0	5	2	14	24	0	0	1	2	9	0	1	6	2	0	2	0	5	3	4	1	575
8:30 AM	0	100	11	0	3	12	1	201	27	0	4	3	44	49	0	0	5	0	29	43	0	0	1	1	6	0	2	6	4	2	3	0	3	4	2	0	566
8:45 AM	0	131	25	0	1	7	1	231	26	0	3	3	48	68	2	0	6	1	47	26	0	0	2	0	5	0	5	5	9	2	2	0	1	9	3	0	669
9:00 AM	0	102	19	0	1	8	0	193	22	0	2	4	46	47	4	0	2	6	25	30	0	0	4	1	8	0	5	9	7	1	3	0	4	6	6	1	566
9:15 AM	0	107	13	0	1	9	0	207	33	0	3	2	41	47	3	0	4	5	34	26	0	0	3	3	3	0	1	7	11	1	2	0	2	6	2	2	578
9:30 AM	0	135	22	0	2	10	1	176	29	0	6	2	40	39	3	0	2	0	31	25	0	0	1	1	5	0	7	5	3	2	4	0	6	4	5	0	565
9:45 AM	0	148	21	0	4	3	0	158	34	1	7	4	47	62	2	0	3	5	16	20	1	0	4	1	6	0	3	4	4	2	7	1	8	2	2	2	582
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	1201	195	0	23	105	5	2231	347	1	46	24	439	682	21	0	40	25	339	416	2	0	25	8	87	0	31	112	62	17	0	46	1	56	94	41	12	6734
APPROACH %'s :	0.00%	78.81%	12.80%	0.00%	1.51%	6.89%	0.19%	84.06%	13.07%	0.04%	1.73%	0.90%	36.37%	56.50%	1.74%	0.00%	3.31%	2.07%	42.91%	52.66%	0.25%	0.00%	3.16%	1.01%	28.16%	0.00%	10.03%	36.25%	20.06%	5.50%	0.00%	18.40%	0.40%	22.40%	37.60%	16.40%	4.80%	
PEAK HR :	07:45 AM - 08:45 AM																																					TOTAL
PEAK HR VOL :	0	399	66	0	8	48	2	813	138	0	17	8	154	259	4	0	18	5	98	195	0	0	6	3	35	0	8	49	18	6	0	20	0	26	42	13	4	2462
PEAK HR FACTOR :	0.000	0.853	0.471	0.000	0.667	0.706	0.500	0.941	0.719	0.000	0.708	0.667	0.875	0.809	0.333	0.000	0.643	0.625	0.845	0.617	0.000	0.000	0.500	0.375	0.729	0.000	0.400	0.557	0.500	0.750	0.000	0.556	0.000	0.542	0.404	0.813	0.333	0.836
			0.863						0.948						0.866						0.680													0.583				

PM

	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	1	2	0	0	0		1	2	1	0	0	0	1	0.5	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
4:30 PM	0	208	25	0	4	2	1	127	38	0	1	2	46	56	0	0	5	4	27	48	0	0	1	1	9	0	2	10	2	1	4	0	4	9	2	1	642
4:45 PM	1	233	18	0	4	5	0	141	51	0	1	3	59	67	5	0	2	4	17	42	0	0	2	1	7	0	7	10	4	2	8	0	3	7	5	0	709
5:00 PM	0	217	24	0	3	4	1	177	56	0	0	2	54	58	2	0	3	3	25	73	1	0	4	0	6	0	8	6	5	2	7	0	6	6	3	2	758
5:15 PM	0	211	14	0	4	2	0	150	30	0	2	5	66	82	2	0	2	1	21	49	0	0	1	0	4	0	5	6	8	4	11	0	10	12	5	1	708
5:30 PM	0	231	24	0	1	6	1	160	61	0	1	5	65	74	4	0	3	5	23	60	0	0	1	0	5	0	8	4	3	3	6	0	5	5	1	0	765
5:45 PM	0	207	21	0	5	5	0	119	40	0	0	4	61	77	2	0	3	3	25	45	0	0	4	0	8	0	7	14	3	2	10	0	2	6	7	2	682
6:00 PM	0	247	18	0	3	2	1	176	54	0	2	4	87	82	1	0	6	0	21	44	0	0	6	0	6	0	7	9	3	2	4	0	4	8	6	0	803
6:15 PM	1	249	22	0	1	7	2	146	70	0	0	7	49	59	3	0	3	2	12	59	0	0	3	0	5	0	5	9	2	4	6	0	2	8	2	1	739
6:30 PM	1	239	22	0	3	3	1	112	38	0	0	5	76	61	1	0	4	2	19	53	0	0	2	0	1	0	3	11	3	5	5	0	4	6	2	2	684
6:45 PM	2	240	21	0	2	4	1	120	43	0	3	1	60	48	1	0	2	0	17	30	0	0	2	0	4	0	3	9	2	2	3	0	6	5	1	0	632
7:00 PM	0	209	30	0	2	3	0	111	36	0	3	1	45	49	2	0	1	3	9	34	0	0	0	2	1	0	7	6	3	0	3	0	4	3	1	1	569
7:15 PM	0	244	14	0	5	0	0	117	41	0	0	1	52	36	2	0	0	1	7	29	0	0	1	0	2	0	2	4	2	2	4	0	1	3	7	0	577
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	5	2735	253	0	37	43	8	1656	558	0	15	40	720	749	25	0	35	28	223	566	1	0	27	4	57	0	64	98	40	29	0	71	0	51	78	42	10	8268
APPROACH %'s :	0.16%	89.00%	8.23%	0.00%	1.20%	1.40%	0.35%	72.73%	24.51%	0.00%	0.66%	1.76%	46.24%	48.11%	1.61%	0.00%	2.25%	1.80%	27.16%	68.94%	0.12%	0.00%	3.29%	0.49%	15.79%	0.00%	22.22%	34.03%	13.89%	10.07%	0.00%	28.17%	0.00%	20.24%	30.95%	16.67%	3.97%	
PEAK HR :	05:30 PM - 06:30 PM																																					TOTAL
PEAK HR VOL :	1	934	85	0	10	20	4	601	225	0	3	20	262	292	10	0	15	10	81	208	0	0	14	0	24	0	27	36	11	11	0	26	0	13	27	16	3	2989
PEAK HR FACTOR :	0.250	0.938	0.885	0.000	0.500	0.714	0.500	0.854	0.804	0.000	0.375	0.714	0.753	0.890	0.625	0.000	0.625	0.500	0.810	0.867	0.000	0.000	0.583	0.000	0.750	0.000	0.844	0.643	0.917	0.688	0.000	0.650	0.000	0.650	0.844	0.571	0.375	0.931
			0.938						0.900						0.837						0.902													0.787				

Prepared by NDS/ATD

VOLUME

N Front St S/O W Burbank Blvd

Day: Tuesday
Date: 4/24/2018

City: Burbank
Project #: CA18_5254_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,478	0	0	0	2,478

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	7		0			7		12:00	50		0			50	
00:15	6		0			6		12:15	30		0			30	
00:30	5		0			5		12:30	39		0			39	
00:45	0	18	0			0	18	12:45	32	151	0			32	151
01:00	0		0			0		13:00	41		0			41	
01:15	1		0			1		13:15	38		0			38	
01:30	3		0			3		13:30	32		0			32	
01:45	1	5	0			1	5	13:45	46	157	0			46	157
02:00	2		0			2		14:00	38		0			38	
02:15	2		0			2		14:15	50		0			50	
02:30	1		0			1		14:30	45		0			45	
02:45	1	6	0			1	6	14:45	41	174	0			41	174
03:00	0		0			0		15:00	38		0			38	
03:15	1		0			1		15:15	35		0			35	
03:30	4		0			4		15:30	37		0			37	
03:45	5	10	0			5	10	15:45	44	154	0			44	154
04:00	1		0			1		16:00	49		0			49	
04:15	4		0			4		16:15	39		0			39	
04:30	5		0			5		16:30	43		0			43	
04:45	4	14	0			4	14	16:45	42	173	0			42	173
05:00	5		0			5		17:00	43		0			43	
05:15	4		0			4		17:15	64		0			64	
05:30	11		0			11		17:30	51		0			51	
05:45	15	35	0			15	35	17:45	65	223	0			65	223
06:00	10		0			10		18:00	41		0			41	
06:15	8		0			8		18:15	49		0			49	
06:30	16		0			16		18:30	52		0			52	
06:45	30	64	0			30	64	18:45	34	176	0			34	176
07:00	29		0			29		19:00	38		0			38	
07:15	30		0			30		19:15	39		0			39	
07:30	37		0			37		19:30	29		0			29	
07:45	41	137	0			41	137	19:45	30	136	0			30	136
08:00	41		0			41		20:00	35		0			35	
08:15	45		0			45		20:15	31		0			31	
08:30	38		0			38		20:30	23		0			23	
08:45	40	164	0			40	164	20:45	23	112	0			23	112
09:00	35		0			35		21:00	20		0			20	
09:15	45		0			45		21:15	24		0			24	
09:30	41		0			41		21:30	19		0			19	
09:45	39	160	0			39	160	21:45	14	77	0			14	77
10:00	38		0			38		22:00	17		0			17	
10:15	39		0			39		22:15	17		0			17	
10:30	32		0			32		22:30	9		0			9	
10:45	22	131	0			22	131	22:45	6	49	0			6	49
11:00	32		0			32		23:00	5		0			5	
11:15	27		0			27		23:15	6		0			6	
11:30	38		0			38		23:30	7		0			7	
11:45	30	127	0			30	127	23:45	7	25	0			7	25
TOTALS		871					871	TOTALS		1607					1607
SPLIT %		100.0%					35.1%	SPLIT %		100.0%					64.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,478	0	0	0	2,478

AM Peak Hour	07:45				07:45	PM Peak Hour	17:00				17:00
AM Pk Volume	165				165	PM Pk Volume	223				223
Pk Hr Factor	0.917				0.917	Pk Hr Factor	0.858				0.858
7 - 9 Volume	301	0	0	0	301	4 - 6 Volume	396	0	0	0	396
7 - 9 Peak Hour	07:45				07:45	4 - 6 Peak Hour	17:00				17:00
7 - 9 Pk Volume	165	0	0	0	165	4 - 6 Pk Volume	223	0	0	0	223
Pk Hr Factor	0.917	0.000	0.000	0.000	0.917	Pk Hr Factor	0.858	0.000	0.000	0.000	0.858

Prepared by NDS/ATD

VOLUME

N Front St S/O W Burbank Blvd

Day: Wednesday
Date: 4/25/2018

City: Burbank
Project #: CA18_5254_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,710	0	0	0	2,710

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	2		0			2		12:00	31		0			31	
00:15	5		0			5		12:15	32		0			32	
00:30	4		0			4		12:30	39		0			39	
00:45	2	13	0			2	13	12:45	39	141	0			39	141
01:00	1		0			1		13:00	45		0			45	
01:15	2		0			2		13:15	62		0			62	
01:30	2		0			2		13:30	32		0			32	
01:45	0	5	0			0	5	13:45	40	179	0			40	179
02:00	1		0			1		14:00	42		0			42	
02:15	1		0			1		14:15	46		0			46	
02:30	4		0			4		14:30	43		0			43	
02:45	2	8	0			2	8	14:45	37	168	0			37	168
03:00	0		0			0		15:00	49		0			49	
03:15	0		0			0		15:15	48		0			48	
03:30	1		0			1		15:30	38		0			38	
03:45	2	3	0			2	3	15:45	52	187	0			52	187
04:00	2		0			2		16:00	52		0			52	
04:15	2		0			2		16:15	47		0			47	
04:30	2		0			2		16:30	43		0			43	
04:45	8	14	0			8	14	16:45	53	195	0			53	195
05:00	2		0			2		17:00	52		0			52	
05:15	9		0			9		17:15	61		0			61	
05:30	12		0			12		17:30	50		0			50	
05:45	8	31	0			8	31	17:45	56	219	0			56	219
06:00	15		0			15		18:00	52		0			52	
06:15	15		0			15		18:15	48		0			48	
06:30	18		0			18		18:30	38		0			38	
06:45	19	67	0			19	67	18:45	44	182	0			44	182
07:00	32		0			32		19:00	38		0			38	
07:15	27		0			27		19:15	41		0			41	
07:30	40		0			40		19:30	38		0			38	
07:45	42	141	0			42	141	19:45	33	150	0			33	150
08:00	47		0			47		20:00	45		0			45	
08:15	45		0			45		20:15	41		0			41	
08:30	40		0			40		20:30	30		0			30	
08:45	36	168	0			36	168	20:45	27	143	0			27	143
09:00	37		0			37		21:00	32		0			32	
09:15	35		0			35		21:15	57		0			57	
09:30	46		0			46		21:30	55		0			55	
09:45	31	149	0			31	149	21:45	15	159	0			15	159
10:00	33		0			33		22:00	23		0			23	
10:15	43		0			43		22:15	17		0			17	
10:30	42		0			42		22:30	10		0			10	
10:45	28	146	0			28	146	22:45	9	59	0			9	59
11:00	27		0			27		23:00	12		0			12	
11:15	38		0			38		23:15	18		0			18	
11:30	31		0			31		23:30	10		0			10	
11:45	40	136	0			40	136	23:45	7	47	0			7	47
TOTALS		881					881	TOTALS		1829					1829
SPLIT %		100.0%					32.5%	SPLIT %		100.0%					67.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,710	0	0	0	2,710

AM Peak Hour	07:30				07:30	PM Peak Hour	17:00				17:00
AM Pk Volume	174				174	PM Pk Volume	219				219
Pk Hr Factor	0.926				0.926	Pk Hr Factor	0.898				0.898
7 - 9 Volume	309	0	0	0	309	4 - 6 Volume	414	0	0	0	414
7 - 9 Peak Hour	07:30				07:30	4 - 6 Peak Hour	17:00				17:00
7 - 9 Pk Volume	174	0	0	0	174	4 - 6 Pk Volume	219	0	0	0	219
Pk Hr Factor	0.926	0.000	0.000	0.000	0.926	Pk Hr Factor	0.898	0.000	0.000	0.000	0.898

Prepared by NDS/ATD

VOLUME

N Front St S/O W Burbank Blvd

Day: Thursday
Date: 4/26/2018

City: Burbank
Project #: CA18_5254_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,905	0	0	0	2,905

AM Period	NB		SB	EB	WB	TOTAL		PM Period	NB		SB	EB	WB	TOTAL	
00:00	6		0			6		12:00	57		0			57	
00:15	1		0			1		12:15	47		0			47	
00:30	6		0			6		12:30	44		0			44	
00:45	3	16	0			3	16	12:45	35	183	0			35	183
01:00	3		0			3		13:00	41		0			41	
01:15	3		0			3		13:15	41		0			41	
01:30	1		0			1		13:30	19		0			19	
01:45	3	10	0			3	10	13:45	48	149	0			48	149
02:00	0		0			0		14:00	46		0			46	
02:15	1		0			1		14:15	56		0			56	
02:30	1		0			1		14:30	43		0			43	
02:45	0	2	0			0	2	14:45	53	198	0			53	198
03:00	3		0			3		15:00	59		0			59	
03:15	1		0			1		15:15	59		0			59	
03:30	3		0			3		15:30	60		0			60	
03:45	4	11	0			4	11	15:45	64	242	0			64	242
04:00	2		0			2		16:00	58		0			58	
04:15	2		0			2		16:15	62		0			62	
04:30	1		0			1		16:30	63		0			63	
04:45	7	12	0			7	12	16:45	50	233	0			50	233
05:00	3		0			3		17:00	56		0			56	
05:15	5		0			5		17:15	62		0			62	
05:30	9		0			9		17:30	48		0			48	
05:45	12	29	0			12	29	17:45	69	235	0			69	235
06:00	14		0			14		18:00	60		0			60	
06:15	11		0			11		18:15	61		0			61	
06:30	13		0			13		18:30	51		0			51	
06:45	33	71	0			33	71	18:45	45	217	0			45	217
07:00	24		0			24		19:00	50		0			50	
07:15	32		0			32		19:15	39		0			39	
07:30	40		0			40		19:30	44		0			44	
07:45	40	136	0			40	136	19:45	27	160	0			27	160
08:00	41		0			41		20:00	33		0			33	
08:15	36		0			36		20:15	33		0			33	
08:30	50		0			50		20:30	32		0			32	
08:45	43	170	0			43	170	20:45	25	123	0			25	123
09:00	38		0			38		21:00	32		0			32	
09:15	46		0			46		21:15	54		0			54	
09:30	30		0			30		21:30	48		0			48	
09:45	32	146	0			32	146	21:45	16	150	0			16	150
10:00	40		0			40		22:00	18		0			18	
10:15	39		0			39		22:15	17		0			17	
10:30	34		0			34		22:30	24		0			24	
10:45	45	158	0			45	158	22:45	17	76	0			17	76
11:00	27		0			27		23:00	11		0			11	
11:15	31		0			31		23:15	7		0			7	
11:30	43		0			43		23:30	12		0			12	
11:45	38	139	0			38	139	23:45	9	39	0			9	39
TOTALS		900					900	TOTALS		2005					2005
SPLIT %		100.0%					31.0%	SPLIT %		100.0%					69.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,905	0	0	0	2,905

AM Peak Hour	11:45				11:45	PM Peak Hour	15:45				15:45
AM Pk Volume	186				186	PM Pk Volume	247				247
Pk Hr Factor	0.816				0.816	Pk Hr Factor	0.965				0.965
7 - 9 Volume	306	0	0	0	306	4 - 6 Volume	468	0	0	0	468
7 - 9 Peak Hour	08:00				08:00	4 - 6 Peak Hour	17:00				17:00
7 - 9 Pk Volume	170	0	0	0	170	4 - 6 Pk Volume	235	0	0	0	235
Pk Hr Factor	0.850	0.000	0.000	0.000	0.850	Pk Hr Factor	0.851	0.000	0.000	0.000	0.851

APPENDIX B

Intersection Level of Service Worksheets

EXISTING

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

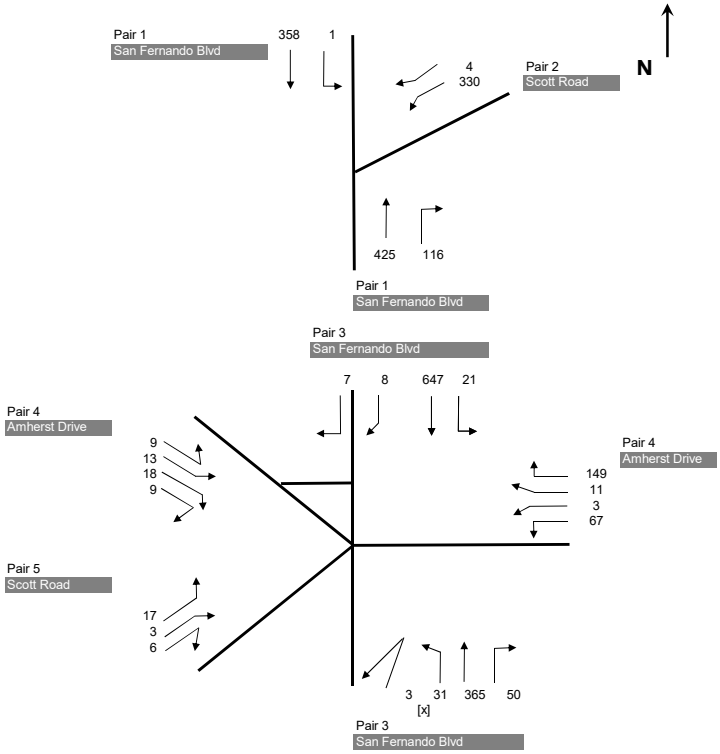
Intersection #1 N Glenoaks Blvd & Amherst Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	N Glenoaks Blvd						Amherst Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	81	643	12	20	1332	129	73	49	20	59	107	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	643	12	20	1332	129	73	49	20	59	107	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	643	12	20	1332	129	73	49	20	59	107	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	643	12	20	1332	129	73	49	20	59	107	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	643	12	20	1332	129	73	49	20	59	107	14
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	1496	2938	55	1496	2993	1496	1496	1496	1496	1496	1323	173
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.01	0.45	0.09	0.05	0.03	0.01	0.04	0.08	0.08
Crit Volume:	81				666		73					121
Crit Moves:	****				****		****					****

Intersection 2 - San Fernando Blvd/Amherst Drive/Scott Road

Existing Conditions - AM Peak Hour



Capacity Per Lane
1444

Pair 1	Max	SBT		SBR						NBT		NBR		SBL					
		358	+	0	=	179	or	**425**	+	**116**	+	**1**	=	**181**					
			2						**3**			**1**							
		San Fernando Blvd SB						San Fernando Blvd NB			San Fernando Blvd SB								
Critical Volume	=	**181**																	
v/c	=	**0.126**																	
Pair 3	Sum	WBL		WBR															
		330	+	**4**	=	**334**													
			1																
		Scott Rd NB																	
Critical Volume	=	**334**																	
v/c	=	**0.231**																	
Pair 3	Max	SBT		SBR*		NBL				NBT		NBR		SBL					
		655	+	**0**	+	**34**	=	**362**	or	365	+	50	+	21	=	159			
			2			**1**					3			1					
		San Fernando Blvd SB				San Fernando Blvd NB				San Fernando Blvd NB				San Fernando Blvd SB					
Critical Volume	=	**362**																	
v/c	=	**0.250**																	
Pair 4	Max	EBT		EBR		WBL				WBT		WBR		EBL					
		13	+	27	+	70	=	75	or	**11**	+	**149**	+	**9**	=	**89**			
			1			2					**2**			**1**					
		Amherst Dr EB				Amherst Dr WB				Amherst Dr WB				Amherst Dr EB					
Critical Volume	=	**89**																	
v/c	=	**0.062**																	
Pair 5	Sum	EBL		EBT		EBR													
		17	+	**3**	+	**6**	=	**26**											
				1															
		Scott Rd NB																	
Critical Volume	=	**26**																	
v/c	=	**0.018**																	

	Pair 1		Pair 2		Pair 3		Pair 4		Pair 5		**Loss**		**ATS**		
V/C =	**0.126**	+	**0.231**	+	**0.250**	+	**0.062**	+	**0.018**	+	**0.000**	-	**0**	=	**0.687**

LOS = **B**

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

Intersection #3 N Glenoaks Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	N Glenoaks Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1	0 1	0	1	1 0	0 0	1!	0 0	0 0	1! 0 0
Volume Module:												
Base Vol:	101	624	7	7	1262	106	76	62	108	22	81	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	624	7	7	1262	106	76	62	108	22	81	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	624	7	7	1262	106	76	62	108	22	81	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	624	7	7	1262	106	76	62	108	22	81	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	624	7	7	1262	106	76	62	108	22	81	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.98	0.02	1.00	1.85	0.15	0.31	0.25	0.44	0.20	0.75	0.05
Final Sat.:	1575	3115	35	1575	2906	244	487	397	691	321	1181	73
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.00	0.43	0.43	0.16	0.16	0.16	0.07	0.07	0.07
Crit Volume:	101				684				246	22		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 N 3rd St & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0	Average Delay (sec/veh):	12.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	N 3rd St						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 0 1			1 0 0 1 0			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	107	119	148	11	147	31	7	117	55	106	162	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	119	148	11	147	31	7	117	55	106	162	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	119	148	11	147	31	7	117	55	106	162	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	119	148	11	147	31	7	117	55	106	162	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	119	148	11	147	31	7	117	55	106	162	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.06	0.94	1.00	0.39	0.59	0.02
Final Sat.:	495	530	592	488	443	94	29	489	578	211	322	12
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.25	0.02	0.33	0.33	0.24	0.24	0.10	0.50	0.50	0.50
Crit Moves:			****			****		****			****	
Delay/Veh:	11.5	10.9	10.3	9.8	11.8	11.8	11.1	11.1	9.0	15.2	15.2	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	10.9	10.3	9.8	11.8	11.8	11.1	11.1	9.0	15.2	15.2	15.2
LOS by Move:	B	B	B	A	B	B	B	B	A	C	C	C
ApproachDel:	10.8			11.7			10.5			15.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			11.7			10.5			15.2		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.4	0.4	0.3	0.3	0.1	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

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

Intersection #5 N San Fernando Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	N San Fernando Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	20	443	109	39	732	23	21	18	21	133	32	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	443	109	39	732	23	21	18	21	133	32	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	443	109	39	732	23	21	18	21	133	32	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	443	109	39	732	23	21	18	21	133	32	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	443	109	39	732	23	21	18	21	133	32	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.35	0.30	0.35	1.00	0.33	0.67
Final Sat.:	1500	3000	1500	1500	3000	1500	525	450	525	1500	495	1005
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.07	0.03	0.24	0.02	0.04	0.04	0.04	0.09	0.06	0.06
Crit Volume:	20				366			60		133		
Crit Moves:	****				****			****		****		

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

Intersection #6 N 3rd St & E Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	N 3rd St							E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Permitted			Permitted			Permitted			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0
Volume Module:													
Base Vol:	339	241	0	0	150	178	171	0	452	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	339	241	0	0	150	178	171	0	452	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	339	241	0	0	150	178	171	0	452	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	339	241	0	0	150	178	171	0	452	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	
FinalVolume:	339	241	0	0	150	178	171	0	497	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00	0.00	0.46	0.54	1.00	0.00	2.00	0.00	0.00	0.00	
Final Sat.:	1425	1425	0	0	652	773	1425	0	2850	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.24	0.17	0.00	0.00	0.23	0.23	0.12	0.00	0.17	0.00	0.00	0.00	
Crit Volume:	339					328	171				0		
Crit Moves:	****					****	****						

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

Intersection #7 N San Fernando Blvd & Burbank Blvd

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

Street Name:	N San Fernando Blvd						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	68	132	8	76	241	763	595	540	227	42	448	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	132	8	76	241	763	595	540	227	42	448	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	68	132	8	76	241	763	595	540	0	42	448	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	132	8	76	241	763	595	540	0	42	448	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00
FinalVolume:	75	132	8	76	241	763	655	540	0	42	448	104
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.89	0.11	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	2593	157	1375	1375	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.06	0.18	0.55	0.24	0.20	0.00	0.03	0.16	0.08
Crit Volume:	37					763	0				224	
Crit Moves:	****					****	****				****	

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

Intersection #8 I-5 NB Off-Ramps & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	I-5 NB Off-Ramps						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	2	0 0	0 0	1	0 0	3 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	336	0	0	950	0	1014	0	0	1125	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	336	0	0	950	0	1014	0	0	1125	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	336	0	0	0	0	1014	0	0	1125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	336	0	0	0	0	1014	0	0	1125	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	370	0	0	0	0	1014	0	0	1125	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	3000	0	0	1500	0	4500	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.38	0.00
Crit Volume:			185	0			0				563	
Crit Moves:			****				****				****	

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	1 1	0 0	1	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	232	0	11	218	102	284	0	1501	626	64	1707	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	11	218	102	284	0	1501	626	64	1707	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	0	11	218	102	284	0	1501	626	64	1707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	0	11	218	102	284	0	1501	626	64	1707	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	0	11	240	102	284	0	1501	626	64	1707	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.40	0.60	1.00	0.00	2.12	0.88	1.00	3.00	0.00
Final Sat.:	1425	0	1425	2000	850	1425	0	3017	1258	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.01	0.12	0.12	0.20	0.00	0.50	0.50	0.04	0.40	0.00
Crit Volume:	232					284		709		64		
Crit Moves:	****					****		****		****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	234	227	124	564	518	56	44	1372	412	405	1192	563
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	227	124	564	518	56	44	1372	412	405	1192	563
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	227	124	564	518	56	44	1372	412	405	1192	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	227	124	564	518	56	44	1372	412	405	1192	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	257	227	124	620	518	56	48	1372	412	446	1192	563
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.18	1.82	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3057	2553	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.09	0.20	0.20	0.04	0.02	0.33	0.29	0.16	0.28	0.40
Crit Volume:	129				285			457		223		
Crit Moves:	****				****			****		****		

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

Intersection #11 W Victory Blvd & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	W Victory Blvd						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	1	3 0	0 0	1	0 0	2 1	0	0 0	2 0	2
Volume Module:												
Base Vol:	0	0	8	1084	0	13	0	786	8	0	647	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	8	1084	0	13	0	786	8	0	647	735
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	8	1084	0	13	0	786	8	0	647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	8	1084	0	13	0	786	8	0	647	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	8	1192	0	13	0	786	8	0	647	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	3.00	0.00	1.00	0.00	2.97	0.03	0.00	2.00	2.00
Final Sat.:	0	0	1454	4361	0	1454	0	4317	44	0	2907	2907
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.27	0.00	0.01	0.00	0.18	0.18	0.00	0.22	0.00
Crit Volume:			8	397			0				324	
Crit Moves:			****	****			****				****	

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

Intersection #12 N Glenoaks Blvd & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	N Glenoaks Blvd						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	135	643	19	38	1161	202	78	123	118	69	314	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	643	19	38	1161	202	78	123	118	69	314	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	643	19	38	1161	202	78	123	118	69	314	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	643	19	38	1161	202	78	123	118	69	314	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	643	19	38	1161	202	78	123	118	69	314	49
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.73	0.27
Final Sat.:	1496	2907	86	1496	2993	1496	1496	1496	1496	1496	2589	404
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.03	0.39	0.14	0.05	0.08	0.08	0.05	0.12	0.12
Crit Volume:	135				581		78					182
Crit Moves:	****				****		****					****

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

Intersection #13 N 1st St & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	N 1st St						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	171	94	44	32	236	195	66	409	167	48	610	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	94	44	32	236	195	66	409	167	48	610	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	94	44	32	236	195	66	409	167	48	610	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	94	44	32	236	195	66	409	167	48	610	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	94	44	32	236	195	66	409	167	48	610	18
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1953	797	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.03	0.03	0.02	0.09	0.14	0.05	0.21	0.21	0.03	0.22	0.01
Crit Volume:	171					195	0				305	
Crit Moves:	****					****	****				****	

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	148	472	77	196	950	122	109	526	215	212	544	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	472	77	196	950	122	109	526	215	212	544	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	472	77	196	950	122	109	526	215	212	544	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	472	77	196	950	122	109	526	215	212	544	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	472	77	196	950	122	109	526	215	212	544	123
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.05	0.14	0.34	0.09	0.08	0.19	0.15	0.15	0.19	0.09
Crit Volume:	148				475			263		212		
Crit Moves:	****				****			****		****		

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

Intersection #15 Victory Blvd & W Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Victory Blvd						W Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	72	443	14	38	1018	67	95	117	190	36	98	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	443	14	38	1018	67	95	117	190	36	98	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	72	443	14	38	1018	67	95	117	190	36	98	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	443	14	38	1018	67	95	117	190	36	98	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	72	443	14	38	1018	67	95	117	190	72	98	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.38	0.62	0.27	0.73	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	572	928	403	1097	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.01	0.03	0.34	0.04	0.06	0.20	0.20	0.09	0.09	0.00
Crit Volume:	72				509				307	36		
Crit Moves:	****				****				****	****		

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

Intersection #16 S Glenoaks Blvd & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Street Name:	S Glenoaks Blvd						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	155	636	33	50	1057	190	99	125	82	124	449	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	636	33	50	1057	190	99	125	82	124	449	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	636	33	50	1057	190	99	125	82	124	449	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	636	33	50	1057	190	99	125	82	124	449	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	636	33	50	1057	190	99	125	82	124	449	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2630	258
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.02	0.03	0.37	0.13	0.07	0.04	0.06	0.09	0.17	0.17
Crit Volume:	155				529		99					247
Crit Moves:	****				****		****					****

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

Intersection #17 South First Street & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	South First Street						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	237	166	50	52	192	95	117	400	104	41	746	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	166	50	52	192	95	117	400	104	41	746	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	166	50	52	192	95	117	400	104	41	746	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	166	50	52	192	95	117	400	104	41	746	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	166	50	52	192	95	117	400	104	41	746	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00
Final Sat.:	1375	2113	637	1375	2750	1375	1375	2183	567	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.08	0.04	0.07	0.07	0.09	0.18	0.18	0.03	0.27	0.06
Crit Volume:	237				96		117				373	
Crit Moves:	****				****		****				****	

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

Intersection #18 S Victory Blvd & W Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

Street Name:	S Victory Blvd						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	104	449	98	161	980	257	156	466	50	112	760	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	449	98	161	980	257	156	466	50	112	760	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	449	98	161	980	257	156	466	50	112	760	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	449	98	161	980	257	156	466	50	112	760	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	449	98	161	980	257	156	466	50	112	760	111
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2533	272	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.07	0.11	0.35	0.18	0.11	0.18	0.18	0.08	0.27	0.08
Crit Volume:	104				490		156				380	
Crit Moves:	****				****		****				****	

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

Intersection #19 S Glenoaks Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	S Glenoaks Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	90	683	15	36	1017	206	52	92	62	54	300	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	683	15	36	1017	206	52	92	62	54	300	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	683	15	36	1017	206	52	92	62	54	300	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	683	15	36	1017	206	52	92	62	54	300	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	683	15	36	1017	206	52	92	62	54	300	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	0.60	0.40	0.14	0.76	0.10
Final Sat.:	1575	3082	68	1575	3150	1575	1575	941	634	216	1199	160
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.32	0.13	0.03	0.10	0.10	0.25	0.25	0.25
Crit Volume:	90				509		52				394	
Crit Moves:	****				****		****				****	

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

Intersection #20 S San Fernando Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	S San Fernando Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	108	140	97	13	163	41	18	157	135	92	576	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	140	97	13	163	41	18	157	135	92	576	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	140	97	13	163	41	18	157	135	92	576	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	140	97	13	163	41	18	157	135	92	576	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	140	97	13	163	41	18	157	135	92	576	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1199	301	1500	807	693	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.06	0.01	0.14	0.14	0.01	0.19	0.19	0.06	0.38	0.01
Crit Volume:	108				204		18				576	
Crit Moves:	****				****		****				****	

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

Intersection #21 South Ikea Way & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	South Ikea Way						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	14	20	6	82	56	140	87	218	32	5	610	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	20	6	82	56	140	87	218	32	5	610	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	20	6	82	56	140	87	218	32	5	610	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	20	6	82	56	140	87	218	32	5	610	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	20	6	82	56	140	87	218	32	5	610	123
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1058	317	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.04	0.10	0.06	0.16	0.02	0.00	0.44	0.09
Crit Volume:			26	82			87				610	
Crit Moves:			****	****			****				****	

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

Intersection #22 S Front St & I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	S Front St						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	197	572	4	29	0	0	0	0	316	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	197	572	4	29	0	0	0	0	316	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	197	572	4	29	0	0	0	0	316	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	197	572	4	29	0	0	0	0	316	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	197	572	4	29	0	0	0	0	348	0	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.87	0.00	0.13
Final Sat.:	0	1500	1500	1500	3000	0	0	0	0	2806	0	194
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.38	0.00	0.01	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:			572	4				0		186		
Crit Moves:			****	****						****		

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

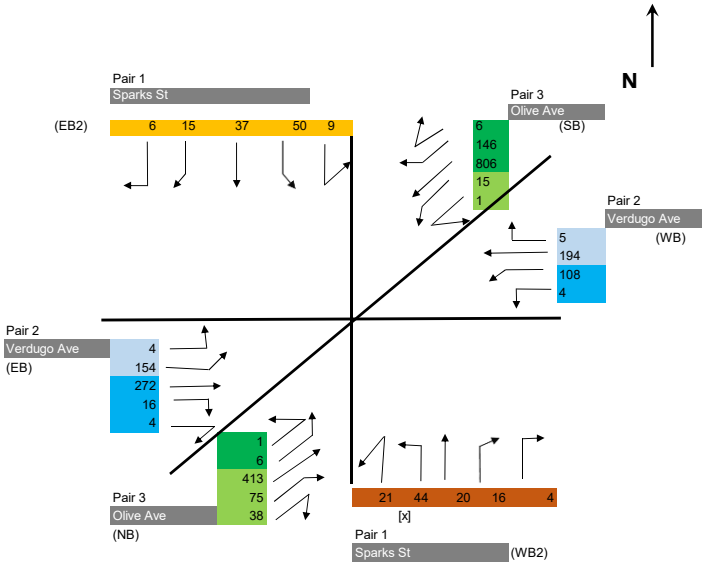
Intersection #23 South First Street/Ikea Way & E Angeleno Ave

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

Street Name:	South First Street/Ikea Way						E Angeleno Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	101	171	16	44	248	26	216	267	63	21	96	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	171	16	44	248	26	216	267	63	21	96	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	171	16	44	248	26	216	267	63	21	96	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	171	16	44	248	26	216	267	63	21	96	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	171	16	44	248	26	216	267	63	21	96	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2743	257	1500	2715	285	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.03	0.09	0.09	0.14	0.18	0.04	0.01	0.06	0.04
Crit Volume:	101					137	216				96	
Crit Moves:	****					****	****				****	

Intersection 24 - Olive/Sparks & Verdugo

Existing Conditions - AM Peak Hour



Capacity Per Lane
1444

Pair 1 Max — Sparks St

$$\left\{ \frac{\text{SBT } 37 + \text{SBR } 21}{1 \text{ (Sparks SB (EB2))}} + \frac{\text{SBL } 59}{1 \text{ (Sparks SB (EB2))}} = \mathbf{117} \right\} \text{ or } \left\{ \frac{\text{NBT } 20 + \text{NBR } 20}{1 \text{ (Sparks NB (WB2))}} + \frac{\text{NBL } 65}{1 \text{ (Sparks NB (WB2))}} = 105 \right\}$$

Critical Volume = **117**
v/c = **0.081**

Pair 2 Max — Verdugo Ave EB

$$\left\{ \frac{\text{EBT } 272 + \text{EBR* } 16}{2 \text{ (Verdugo EB)}} = 144 \right\} \text{ or } \left\{ \frac{\text{EBL } 158}{1 \text{ (Verdugo EB)}} = \mathbf{158} \right\}$$

Critical Volume = **158**
v/c = **0.109**

*EBR to olive is excluded due to channelization

Pair 3 Max — Verdugo Ave WB

$$\left\{ \frac{\text{WBL } 112}{1 \text{ (Verdugo WB)}} = 112 \right\} \text{ or } \left\{ \frac{\text{WBT } 194 + \text{WBR } 5}{1 \text{ (Verdugo WB)}} = \mathbf{199} \right\}$$

Critical Volume = **199**
v/c = **0.138**

Pair 4 Max — Olive Ave

$$\left\{ \frac{\text{NBT } 413 + \text{NBR } 113}{2 \text{ (Olive NB)}} + \frac{\text{SBL } 16}{1 \text{ (Olive SB)}} = 279 \right\} \text{ or } \left\{ \frac{\text{SBT } 952}{2 \text{ (Olive SB)}} \text{ or } \frac{\text{SBR } 6}{1 \text{ (Olive SB)}} + \frac{\text{NBL } 7}{1 \text{ (Olive NB)}} = \mathbf{483} \right\}$$

Critical Volume = **483**
v/c = **0.334**

										Loss Time		**ATSA C Credit**			
V/C =	**0.081**	**+**	**0.109**	**+**	**0.138**	**+**	**0.334**	**+**	**0.000**	**-**	**0**	**=**	**0.663**		

LOS = B

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

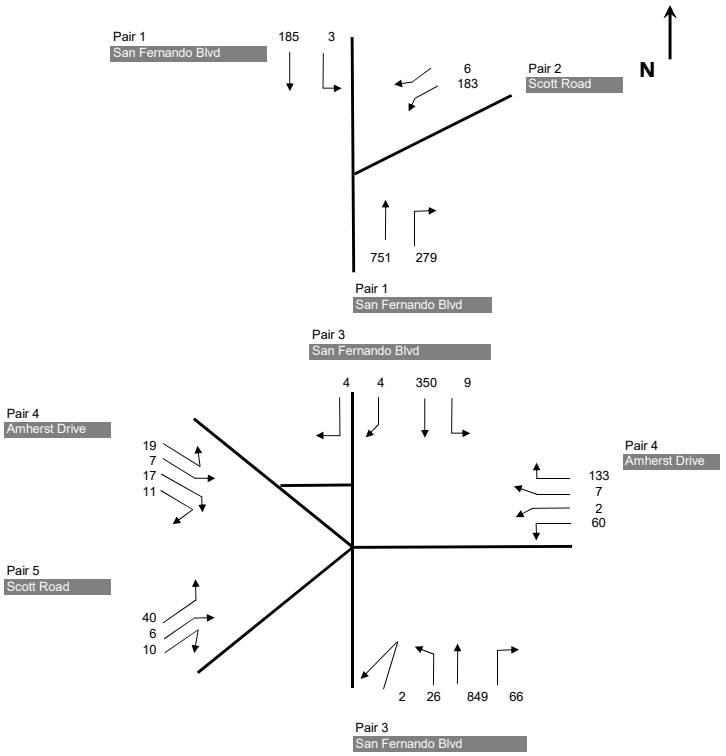
Intersection #1 N Glenoaks Blvd & Amherst Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Amherst Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	67	1166	18	12	1143	87	131	64	27	24	38	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1166	18	12	1143	87	131	64	27	24	38	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	1166	18	12	1143	87	131	64	27	24	38	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1166	18	12	1143	87	131	64	27	24	38	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	1166	18	12	1143	87	131	64	27	24	38	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.84	0.16
Final Sat.:	1496	2947	45	1496	2993	1496	1496	1496	1496	1496	1264	233
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.38	0.06	0.09	0.04	0.02	0.02	0.03	0.03
Crit Volume:	67				572		131				45	
Crit Moves:	****				****		****				****	

Intersection 2 - San Fernando Blvd/Amherst Drive/Scott Road

Existing Conditions - PM Peak Hour



Capacity Per Lane
1444

Pair 1	Max	SBT 185 / 2	+	SBR 0	=	93	or	NBT 751 / 3	+	NBR 279	+	SBL 3 / 1	=	346
		San Fernando Blvd SB						San Fernando Blvd NB				San Fernando Blvd SB		
Critical Volume	=	**346**												
v/c	=	**0.240**												
Pair 3	Sum	WBL 183 / 1	+	WBR 6	=	189								
		Scott Rd NB												
Critical Volume	=	**189**												
v/c	=	**0.131**												
Pair 3	Max	SBT 354 / 2	+	SBR* 0	+	NBL 28 / 1	= 205	or	NBT 849 / 3	+	NBR 66	+	SBL 9 / 1	= 314
		San Fernando Blvd SB				San Fernando Blvd NB			San Fernando Blvd NB				San Fernando Blvd SB	
Critical Volume	=	**314**	*SBR is excluded due to channelization											
v/c	=	**0.217**												
Pair 4	Max	EBT 7 / 1	+	EBR 28	+	WBL 62 / 2	= 66	or	WBT 7 / 2	+	WBR 133	+	EBL 19 / 1	= 89
		Amherst Dr EB				Amherst Dr WB			Amherst Dr WB				Amherst Dr EB	
Critical Volume	=	**89**												
v/c	=	**0.062**												
Pair 5	Sum	EBL 40	+	EBT 6 / 1	+	EBR 10	= 56							
				Scott Rd NB										
Critical Volume	=	**56**												
v/c	=	**0.039**												

	Pair 1		Pair 2		Pair 3		Pair 4		Pair 5		Loss		ATSA		
V/C =	**0.240**	+	**0.131**	+	**0.217**	+	**0.062**	+	**0.039**	+	**0.000**	-	**0**	=	**0.689**

LOS = B

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

Intersection #3 N Glenoaks Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	N Glenoaks Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	152	1046	9	7	953	124	169	68	156	10	40	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1046	9	7	953	124	169	68	156	10	40	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1046	9	7	953	124	169	68	156	10	40	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1046	9	7	953	124	169	68	156	10	40	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1046	9	7	953	124	169	68	156	10	40	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.98	0.02	1.00	1.77	0.23	0.43	0.17	0.40	0.19	0.77	0.04
Final Sat.:	1575	3123	27	1575	2787	363	677	273	625	303	1212	61
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.00	0.34	0.34	0.25	0.25	0.25	0.03	0.03	0.03
Crit Volume:	152					539		393		10		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 N 3rd St & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	N 3rd St						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 0	1 0		0 1 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	152	201	195	30	101	21	20	201	55	96	176	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	201	195	30	101	21	20	201	55	96	176	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	201	195	30	101	21	20	201	55	96	176	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	201	195	30	101	21	20	201	55	96	176	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	201	195	30	101	21	20	201	55	96	176	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.09	0.91	1.00	0.34	0.62	0.04
Final Sat.:	474	508	562	437	392	82	45	449	546	173	317	18
Capacity Analysis Module:												
Vol/Sat:	0.32	0.40	0.35	0.07	0.26	0.26	0.45	0.45	0.10	0.56	0.56	0.56
Crit Moves:		****				****		****			****	
Delay/Veh:	13.4	13.8	11.9	10.9	11.9	11.9	14.8	14.8	9.6	17.6	17.6	17.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.8	11.9	10.9	11.9	11.9	14.8	14.8	9.6	17.6	17.6	17.6
LOS by Move:	B	B	B	B	B	B	B	B	A	C	C	C
ApproachDel:		13.0			11.7			13.7			17.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			11.7			13.7			17.6	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.4	0.6	0.5	0.1	0.3	0.3	0.7	0.7	0.1	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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

Intersection #5 N San Fernando Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	N San Fernando Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	55	933	139	44	398	40	71	69	27	114	80	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	933	139	44	398	40	71	69	27	114	80	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	933	139	44	398	40	71	69	27	114	80	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	933	139	44	398	40	71	69	27	114	80	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	933	139	44	398	40	71	69	27	114	80	92
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.43	0.41	0.16	1.00	0.47	0.53
Final Sat.:	1500	3000	1500	1500	3000	1500	638	620	243	1500	698	802
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.09	0.03	0.13	0.03	0.11	0.11	0.11	0.08	0.11	0.11
Crit Volume:		467			44				167	114		
Crit Moves:		****			****				****	****		

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

Intersection #6 N 3rd St & E Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	N 3rd St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	385	396	0	0	167	126	187	0	642	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	396	0	0	167	126	187	0	642	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	396	0	0	167	126	187	0	642	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	396	0	0	167	126	187	0	642	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	385	396	0	0	167	126	187	0	706	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.57	0.43	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	812	613	1425	0	2850	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.28	0.00	0.00	0.21	0.21	0.13	0.00	0.25	0.00	0.00	0.00
Crit Volume:	385					293	187				0	
Crit Moves:	****					****	****					

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

Intersection #7 N San Fernando Blvd & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	N San Fernando Blvd						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	283	420	17	71	155	508	873	582	644	16	405	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	420	17	71	155	508	873	582	644	16	405	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	283	420	17	71	155	508	873	582	0	16	405	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	420	17	71	155	508	873	582	0	16	405	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00
FinalVolume:	311	420	17	71	155	508	960	582	0	16	405	105
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.92	0.08	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	2643	107	1375	1375	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.16	0.05	0.11	0.37	0.35	0.21	0.00	0.01	0.15	0.08
Crit Volume:	156				155		480				203	
Crit Moves:	****				****		****				****	

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

Intersection #8 I-5 NB Off-Ramps & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	I-5 NB Off-Ramps						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	2	0 0	0 0	1	0 0	3 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	545	0	0	731	0	1643	0	0	1147	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	545	0	0	731	0	1643	0	0	1147	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	545	0	0	0	0	1643	0	0	1147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	545	0	0	0	0	1643	0	0	1147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	600	0	0	0	0	1643	0	0	1147	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	3000	0	0	1500	0	4500	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.38	0.00
Crit Volume:			300	0			0				574	
Crit Moves:			****				****				****	

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.983
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	1 1	0 0	1	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	281	0	41	483	39	330	0	1936	377	19	1612	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	0	41	483	39	330	0	1936	377	19	1612	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	0	41	483	39	330	0	1936	377	19	1612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	0	41	483	39	330	0	1936	377	19	1612	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	0	41	531	39	330	0	1936	377	19	1612	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.86	0.14	1.00	0.00	2.51	0.49	1.00	3.00	0.00
Final Sat.:	1425	0	1425	2655	195	1425	0	3578	697	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.03	0.20	0.20	0.23	0.00	0.54	0.54	0.01	0.38	0.00
Crit Volume:	281					330			771	19		
Crit Moves:	****					****			****	****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	511	522	264	746	461	142	119	1356	315	300	1363	513
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	511	522	264	746	461	142	119	1356	315	300	1363	513
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	511	522	264	746	461	142	119	1356	315	300	1363	513
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	522	264	746	461	142	119	1356	315	300	1363	513
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	562	522	264	821	461	142	131	1356	315	330	1363	513
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.56	1.44	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3592	2018	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.19	0.23	0.23	0.10	0.05	0.32	0.22	0.12	0.32	0.37
Crit Volume:	281			320				452		165		
Crit Moves:	****			****				****		****		

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

Intersection #11 W Victory Blvd & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	W Victory Blvd						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	1	3 0	0 0	1	0 0	3 0	0	0 1	1 0	2
Volume Module:												
Base Vol:	0	0	2	923	0	5	0	883	0	1	750	1098
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	923	0	5	0	883	0	1	750	1098
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	2	923	0	5	0	883	0	1	750	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	923	0	5	0	883	0	1	750	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	2	1015	0	5	0	883	0	4	750	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	3.00	0.00	1.00	0.00	3.00	0.00	0.01	1.99	2.00
Final Sat.:	0	0	1454	4361	0	1454	0	4361	0	16	2891	2907
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.20	0.00	0.06	0.26	0.00
Crit Volume:			2	338			0				377	
Crit Moves:			****	****			****				****	

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

Intersection #12 N Glenoaks Blvd & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	N Glenoaks Blvd						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	152	1165	48	84	1008	155	192	251	226	27	183	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1165	48	84	1008	155	192	251	226	27	183	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1165	48	84	1008	155	192	251	226	27	183	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1165	48	84	1008	155	192	251	226	27	183	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1165	48	84	1008	155	192	251	226	27	183	61
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.50	0.50
Final Sat.:	1496	2874	118	1496	2993	1496	1496	1496	1496	1496	2244	748
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.41	0.06	0.34	0.10	0.13	0.17	0.15	0.02	0.08	0.08
Crit Volume:		607			84			192			122	
Crit Moves:		****			****			****			****	

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

Intersection #13 N 1st St & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

Street Name:	N 1st St							E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Include			Ovl			Include			Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	
Volume Module:													
Base Vol:	220	363	134	126	365	207	287	747	341	89	507	113	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	220	363	134	126	365	207	287	747	341	89	507	113	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	220	363	134	126	365	207	287	747	341	89	507	113	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	220	363	134	126	365	207	287	747	341	89	507	113	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	220	363	134	126	365	207	287	747	341	89	507	113	
Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00	
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1888	862	1375	2750	1375	
Capacity Analysis Module:													
Vol/Sat:	0.16	0.13	0.10	0.09	0.13	0.15	0.21	0.40	0.40	0.06	0.18	0.08	
Crit Volume:	220				183				544	89			
Crit Moves:	****				****				****	****			

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	812	139	248	852	165	160	888	169	128	639	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	812	139	248	852	165	160	888	169	128	639	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	812	139	248	852	165	160	888	169	128	639	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	812	139	248	852	165	160	888	169	128	639	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	812	139	248	852	165	160	888	169	128	639	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.10	0.18	0.30	0.12	0.11	0.32	0.12	0.09	0.23	0.15
Crit Volume:		406		248				444		128		
Crit Moves:		****		****				****		****		

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

Intersection #15 Victory Blvd & W Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Victory Blvd						W Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	109	777	16	46	915	54	84	100	192	17	105	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	777	16	46	915	54	84	100	192	17	105	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	109	777	16	46	915	54	84	100	192	17	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	777	16	46	915	54	84	100	192	17	105	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	109	777	16	46	915	54	84	100	192	17	105	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.34	0.66	0.14	0.86	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	514	986	209	1291	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.01	0.03	0.31	0.04	0.06	0.19	0.19	0.08	0.08	0.00
Crit Volume:	109				458			292		17		
Crit Moves:	****				****			****		****		

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

Intersection #16 S Glenoaks Blvd & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	S Glenoaks Blvd						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	126	1076	69	93	1032	111	213	340	162	63	218	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1076	69	93	1032	111	213	340	162	63	218	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1076	69	93	1032	111	213	340	162	63	218	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1076	69	93	1032	111	213	340	162	63	218	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1076	69	93	1032	111	213	340	162	63	218	61
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2256	631
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.05	0.06	0.36	0.08	0.15	0.12	0.11	0.04	0.10	0.10
Crit Volume:	126				516		213					140
Crit Moves:	****				****		****					****

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

Intersection #17 South First Street & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	South First Street						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	175	328	61	66	359	141	374	801	254	58	494	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	328	61	66	359	141	374	801	254	58	494	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	328	61	66	359	141	374	801	254	58	494	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	328	61	66	359	141	374	801	254	58	494	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	328	61	66	359	141	374	801	254	58	494	123
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	2.00	1.00	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	1375	2319	431	1375	2750	1375	1375	2088	662	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.14	0.05	0.13	0.10	0.27	0.38	0.38	0.04	0.18	0.09
Crit Volume:	175				180		374				247	
Crit Moves:	****				****		****				****	

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

Intersection #18 S Victory Blvd & W Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	D

Street Name:	S Victory Blvd						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	75	705	171	191	879	219	205	1008	39	113	631	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	705	171	191	879	219	205	1008	39	113	631	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	705	171	191	879	219	205	1008	39	113	631	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	705	171	191	879	219	205	1008	39	113	631	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	705	171	191	879	219	205	1008	39	113	631	204
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2701	104	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.12	0.14	0.31	0.16	0.15	0.37	0.37	0.08	0.22	0.15
Crit Volume:		353		191					524	113		
Crit Moves:		****		****					****	****		

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

Intersection #19 S Glenoaks Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	S Glenoaks Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	88	1113	60	46	1066	106	111	205	129	46	129	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1113	60	46	1066	106	111	205	129	46	129	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1113	60	46	1066	106	111	205	129	46	129	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1113	60	46	1066	106	111	205	129	46	129	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1113	60	46	1066	106	111	205	129	46	129	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	0.61	0.39	0.21	0.59	0.20
Final Sat.:	1575	2989	161	1575	3150	1575	1575	967	608	329	924	322
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.03	0.34	0.07	0.07	0.21	0.21	0.14	0.14	0.14
Crit Volume:		587			46				334		46	
Crit Moves:		****			****				****		****	

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

Intersection #20 S San Fernando Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	S San Fernando Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	156	294	223	17	219	62	37	350	176	90	354	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	294	223	17	219	62	37	350	176	90	354	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	294	223	17	219	62	37	350	176	90	354	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	294	223	17	219	62	37	350	176	90	354	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	294	223	17	219	62	37	350	176	90	354	22
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.78	0.22	1.00	0.67	0.33	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1169	331	1500	998	502	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.15	0.01	0.19	0.19	0.02	0.35	0.35	0.06	0.24	0.01
Crit Volume:	156					281			526	90		
Crit Moves:	****					****			****	****		

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

Intersection #21 South Ikea Way & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	South Ikea Way						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	163	16	124	125	290	135	405	70	13	436	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	163	16	124	125	290	135	405	70	13	436	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	163	16	124	125	290	135	405	70	13	436	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	163	16	124	125	290	135	405	70	13	436	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	163	16	124	125	290	135	405	70	13	436	147
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1252	123	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.09	0.09	0.21	0.10	0.29	0.05	0.01	0.32	0.11
Crit Volume:		179		124			135				436	
Crit Moves:		****		****			****				****	

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

Intersection #22 S Front St & I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	S Front St						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	227	595	11	59	0	0	0	0	536	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	227	595	11	59	0	0	0	0	536	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	227	595	11	59	0	0	0	0	536	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	227	595	11	59	0	0	0	0	536	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	227	595	11	59	0	0	0	0	590	0	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.91	0.00	0.09
Final Sat.:	0	1500	1500	1500	3000	0	0	0	0	2869	0	131
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.40	0.01	0.02	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Volume:			595	11					0	308		
Crit Moves:			****	****						****		

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

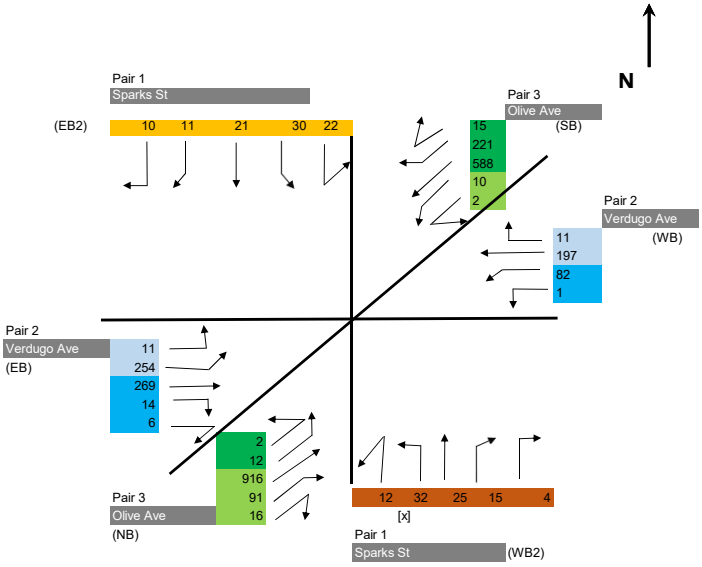
Intersection #23 South First Street/Ikea Way & E Angeleno Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	South First Street/Ikea Way						E Angeleno Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	145	296	49	91	504	79	173	303	71	46	115	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	296	49	91	504	79	173	303	71	46	115	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	296	49	91	504	79	173	303	71	46	115	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	296	49	91	504	79	173	303	71	46	115	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	296	49	91	504	79	173	303	71	46	115	110
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2574	426	1500	2593	407	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.11	0.06	0.19	0.19	0.12	0.20	0.05	0.03	0.08	0.07
Crit Volume:	145					292		303		46		
Crit Moves:	****					****		****		****		

Intersection 24 - Olive/Sparks & Verdugo

Existing Conditions - PM Peak Hour



Capacity Per Lane
1444

Pair 1 Max **Sparks St**	SBT 21 / 1 **Sparks SB (EB2)**	+	SBR 21	+	SBL 52 / 1 **Sparks SB (EB2)**	=	**94**	or	NBT 25 / 1 **Sparks NB (WB2)**	+	NBR 19	+	NBL 44 / 1 **Sparks NB (WB2)**	=	88				
Critical Volume	=	**94**																	
v/c	=	**0.065**																	
Pair 2 Max **Verdugo Ave EB**	EBT 269 / 2 **Verdugo EB**	+	EBR* 14			=	142	or					EBL 265 / 1 **Verdugo EB**	=	**265**				
Critical Volume	=	**265**	*EBR to olive is excluded due to channelization																
v/c	=	**0.184**																	
Pair 2 Max **Verdugo Ave WB**					WBL 83 / 1 **Verdugo WB**	=	83	or	WBT 197 / 1 **Verdugo WB**	+	WBR 11			=	**208**				
Critical Volume	=	**208**																	
v/c	=	**0.144**																	
Pair 4 Max **Olive Ave**	NBT 916 / 2 **Olive NB**	+	NBR 107	+	SBL 12 / 1 **Olive SB**	=	**524**	or	SBT 809 / 2 or SBR 15 / 1 **Olive SB**			+	NBL 14 / 1 **Olive NB**	=	419				
Critical Volume	=	**524**																	
v/c	=	**0.363**																	

											Loss Time		**ATSA C Credit**				
V/C =	**0.065**	**+**	**0.184**	**+**	**0.144**	+	**0.363**	**+**	**0.000**	**-**	**0**	**=**	**0.755**				
LOS =	**C**																

EXISTING PLUS PROJECT

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

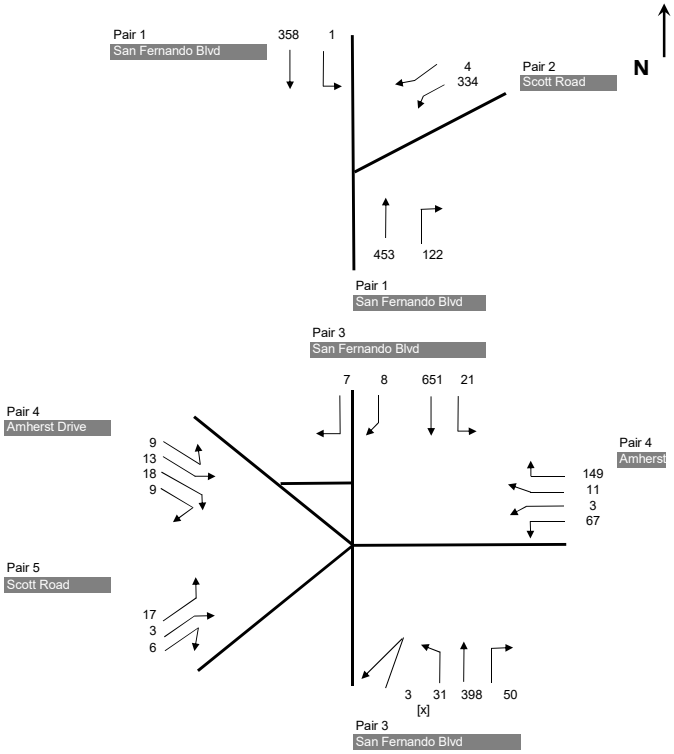
Intersection #1 N Glenoaks Blvd & Amherst Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	N Glenoaks Blvd						Amherst Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	81	647	12	20	1335	129	73	49	20	59	107	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	647	12	20	1335	129	73	49	20	59	107	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	647	12	20	1335	129	73	49	20	59	107	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	647	12	20	1335	129	73	49	20	59	107	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	647	12	20	1335	129	73	49	20	59	107	14
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	1496	2938	54	1496	2993	1496	1496	1496	1496	1496	1323	173
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.01	0.45	0.09	0.05	0.03	0.01	0.04	0.08	0.08
Crit Volume:	81				668		73					121
Crit Moves:	****				****		****					****

Intersection 2 - San Fernando Blvd/Amherst Drive/Scott Road

Existing + Project Conditions - AM Peak Hour



Capacity Per Lane
1444

Pair 1 Max	SBT	+	SBR	=	179	or	NBT	+	NBR	+	SBL	=	193
	358		0				**453**		**122**		**1**		
	2						**3**				**1**		
	San Fernando Blvd SB						San Fernando Blvd NB				San Fernando Blvd SB		

Critical Volume = **193**
v/c = **0.133**

Pair 3 Sum	WBL	+	WBR	=	**338**
	334		**4**		
	1				
	Scott Rd NB				

Critical Volume = **338**
v/c = **0.234**

Pair 3 Max	SBT	+	SBR*	+	NBL	=	**364**	or	NBT	+	NBR	+	SBL	=	170
	659		**0**		**34**				398		50		21		
	2				**1**				3				1		
	San Fernando Blvd SB				San Fernando Blvd NB				San Fernando Blvd NB				San Fernando Blvd SB		

Critical Volume = **364** *SBR is excluded due to channelization
v/c = **0.252**

Pair 4 Max	EBT	+	EBR	+	WBL	=	75	or	WBT	+	WBR	+	EBL	=	**89**
	13		27		70				**11**		**149**		**9**		
	1				2				**2**				**1**		
	Amherst Dr EB				Amherst Dr WB				Amherst Dr WB				Amherst Dr EB		

Critical Volume = **89**
v/c = **0.062**

Pair 5 Sum	EBL	+	EBT	+	EBR	=	**26**
	17		**3**		**6**		
			1				
	Scott Rd NB						

Critical Volume = **26**
v/c = **0.018**

	Pair 1		Pair 2		Pair 3		Pair 4		Pair 5		**Loss**		**ATS**		
V/C =	**0.133**	**+**	**0.234**	**+**	**0.252**	**+**	**0.062**	**+**	**0.018**	**+**	**0.000**	**-**	**0**	**=**	**0.699**

LOS = B

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

Intersection #3 N Glenoaks Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	N Glenoaks Blvd							Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1! 0 0 0 0 1! 0 0
Volume Module:													
Base Vol:	101	624	7	7	1262	109	80	62	108	22	81	5	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	101	624	7	7	1262	109	80	62	108	22	81	5	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	101	624	7	7	1262	109	80	62	108	22	81	5	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	101	624	7	7	1262	109	80	62	108	22	81	5	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	101	624	7	7	1262	109	80	62	108	22	81	5	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Lanes:	1.00	1.98	0.02	1.00	1.84	0.16	0.32	0.25	0.43	0.20	0.75	0.05	
Final Sat.:	1575	3115	35	1575	2900	250	504	391	680	321	1181	73	
Capacity Analysis Module:													
Vol/Sat:	0.06	0.20	0.20	0.00	0.44	0.44	0.16	0.16	0.16	0.07	0.07	0.07	
Crit Volume:	101				686				250	22			
Crit Moves:	****				****				****	****			

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 N 3rd St & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	N 3rd St						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 0 1			1 0 0 1 0			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	107	119	152	11	147	31	7	117	55	109	162	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	119	152	11	147	31	7	117	55	109	162	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	119	152	11	147	31	7	117	55	109	162	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	119	152	11	147	31	7	117	55	109	162	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	119	152	11	147	31	7	117	55	109	162	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.06	0.94	1.00	0.39	0.59	0.02
Final Sat.:	494	530	590	487	441	93	29	488	575	214	318	12
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.26	0.02	0.33	0.33	0.24	0.24	0.10	0.51	0.51	0.51
Crit Moves:			****			****	****				****	
Delay/Veh:	11.5	11.0	10.4	9.8	11.9	11.9	11.1	11.1	9.1	15.4	15.4	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.0	10.4	9.8	11.9	11.9	11.1	11.1	9.1	15.4	15.4	15.4
LOS by Move:	B	B	B	A	B	B	B	B	A	C	C	C
ApproachDel:	10.9			11.7			10.5			15.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			11.7			10.5			15.4		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.4	0.4	0.3	0.3	0.1	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

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

Intersection #5 N San Fernando Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	N San Fernando Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	476	109	39	736	23	21	18	21	133	32	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	476	109	39	736	23	21	18	21	133	32	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	476	109	39	736	23	21	18	21	133	32	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	476	109	39	736	23	21	18	21	133	32	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	476	109	39	736	23	21	18	21	133	32	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.35	0.30	0.35	1.00	0.33	0.67
Final Sat.:	1500	3000	1500	1500	3000	1500	525	450	525	1500	495	1005
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.07	0.03	0.25	0.02	0.04	0.04	0.04	0.09	0.06	0.06
Crit Volume:	20				368			60		133		
Crit Moves:	****				****			****		****		

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

Intersection #6 N 3rd St & E Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	N 3rd St							E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Permitted			Permitted			Permitted			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0
Volume Module:													
Base Vol:	344	241	0	0	150	181	175	0	459	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	344	241	0	0	150	181	175	0	459	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	344	241	0	0	150	181	175	0	459	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	344	241	0	0	150	181	175	0	459	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	
FinalVolume:	344	241	0	0	150	181	175	0	505	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00	0.00	0.45	0.55	1.00	0.00	2.00	0.00	0.00	0.00	
Final Sat.:	1425	1425	0	0	646	779	1425	0	2850	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.24	0.17	0.00	0.00	0.23	0.23	0.12	0.00	0.18	0.00	0.00	0.00	
Crit Volume:	344				331		175				0		
Crit Moves:	****				****		****						

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

Intersection #7 N San Fernando Blvd & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

Street Name:	N San Fernando Blvd						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	71	132	8	76	241	767	628	551	231	42	456	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	132	8	76	241	767	628	551	231	42	456	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	71	132	8	76	241	767	628	551	0	42	456	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	132	8	76	241	767	628	551	0	42	456	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00
FinalVolume:	78	132	8	76	241	767	691	551	0	42	456	104
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.89	0.11	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	2593	157	1375	1375	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.06	0.18	0.56	0.25	0.20	0.00	0.03	0.17	0.08
Crit Volume:	39					767	0				228	
Crit Moves:	****					****	****				****	

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

Intersection #8 I-5 NB Off-Ramps & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	I-5 NB Off-Ramps						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	2	0 0	0 0	1	0 0	3 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	336	0	0	967	0	1062	0	0	1139	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	336	0	0	967	0	1062	0	0	1139	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	336	0	0	0	0	1062	0	0	1139	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	336	0	0	0	0	1062	0	0	1139	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	370	0	0	0	0	1062	0	0	1139	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	3000	0	0	1500	0	4500	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.38	0.00
Crit Volume:			185	0			0				570	
Crit Moves:			****				****				****	

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	1 1	0 0	1	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	321	0	83	218	121	284	0	1501	688	95	1707	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	0	83	218	121	284	0	1501	688	95	1707	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	0	83	218	121	284	0	1501	688	95	1707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	0	83	218	121	284	0	1501	688	95	1707	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	321	0	83	240	121	284	0	1501	688	95	1707	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.33	0.67	1.00	0.00	2.06	0.94	1.00	3.00	0.00
Final Sat.:	1425	0	1425	1894	956	1425	0	2931	1344	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.06	0.13	0.13	0.20	0.00	0.51	0.51	0.07	0.40	0.00
Crit Volume:	321					284		730		95		
Crit Moves:	****					****		****		****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	234	227	155	570	518	56	44	1397	412	449	1227	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	227	155	570	518	56	44	1397	412	449	1227	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	227	155	570	518	56	44	1397	412	449	1227	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	227	155	570	518	56	44	1397	412	449	1227	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	257	227	155	627	518	56	48	1397	412	494	1227	572
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.19	1.81	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3072	2538	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.11	0.20	0.20	0.04	0.02	0.33	0.29	0.18	0.29	0.41
Crit Volume:	129			286				466		247		
Crit Moves:	****			****				****		****		

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

Intersection #11 W Victory Blvd & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	W Victory Blvd						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	1	3 0	0 0	1	0 0	2 1	0	0 0	2 0	2
Volume Module:												
Base Vol:	0	0	8	1092	0	13	0	803	8	0	671	746
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	8	1092	0	13	0	803	8	0	671	746
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	8	1092	0	13	0	803	8	0	671	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	8	1092	0	13	0	803	8	0	671	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	8	1201	0	13	0	803	8	0	671	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	3.00	0.00	1.00	0.00	2.97	0.03	0.00	2.00	2.00
Final Sat.:	0	0	1454	4361	0	1454	0	4317	43	0	2907	2907
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.28	0.00	0.01	0.00	0.19	0.19	0.00	0.23	0.00
Crit Volume:			8	400			0				336	
Crit Moves:			****	****			****				****	

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

Intersection #12 N Glenoaks Blvd & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Street Name:	N Glenoaks Blvd						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	135	647	19	40	1167	202	78	123	118	69	314	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	647	19	40	1167	202	78	123	118	69	314	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	647	19	40	1167	202	78	123	118	69	314	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	647	19	40	1167	202	78	123	118	69	314	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	647	19	40	1167	202	78	123	118	69	314	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.73	0.27
Final Sat.:	1496	2907	85	1496	2993	1496	1496	1496	1496	1496	2581	411
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.03	0.39	0.14	0.05	0.08	0.08	0.05	0.12	0.12
Crit Volume:	135				584		78					182
Crit Moves:	****				****		****					****

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

Intersection #13 N 1st St & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	N 1st St						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	171	97	44	32	240	195	66	409	167	48	610	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	97	44	32	240	195	66	409	167	48	610	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	97	44	32	240	195	66	409	167	48	610	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	97	44	32	240	195	66	409	167	48	610	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	97	44	32	240	195	66	409	167	48	610	18
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1953	797	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.03	0.02	0.09	0.14	0.05	0.21	0.21	0.03	0.22	0.01
Crit Volume:	171					195	0				305	
Crit Moves:	****					****	****				****	

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	C

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	148	497	77	196	985	131	115	526	215	212	544	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	497	77	196	985	131	115	526	215	212	544	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	497	77	196	985	131	115	526	215	212	544	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	497	77	196	985	131	115	526	215	212	544	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	497	77	196	985	131	115	526	215	212	544	123
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.05	0.14	0.35	0.09	0.08	0.19	0.15	0.15	0.19	0.09
Crit Volume:	148				493			263		212		
Crit Moves:	****				****			****		****		

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

Intersection #15 Victory Blvd & W Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Victory Blvd						W Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	72	448	14	38	1025	67	95	117	190	36	98	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	448	14	38	1025	67	95	117	190	36	98	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	72	448	14	38	1025	67	95	117	190	36	98	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	448	14	38	1025	67	95	117	190	36	98	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	72	448	14	38	1025	67	95	117	190	72	98	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.38	0.62	0.27	0.73	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	572	928	403	1097	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.01	0.03	0.34	0.04	0.06	0.20	0.20	0.09	0.09	0.00
Crit Volume:	72				513				307	36		
Crit Moves:	****				****				****	****		

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

Intersection #16 S Glenoaks Blvd & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	S Glenoaks Blvd						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	155	639	33	52	1061	190	99	125	82	124	449	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	639	33	52	1061	190	99	125	82	124	449	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	639	33	52	1061	190	99	125	82	124	449	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	639	33	52	1061	190	99	125	82	124	449	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	639	33	52	1061	190	99	125	82	124	449	45
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2624	263
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.02	0.04	0.37	0.13	0.07	0.04	0.06	0.09	0.17	0.17
Crit Volume:	155				531		99				247	
Crit Moves:	****				****		****				****	

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

Intersection #17 South First Street & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	South First Street						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	237	166	50	56	192	95	117	400	104	41	746	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	166	50	56	192	95	117	400	104	41	746	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	166	50	56	192	95	117	400	104	41	746	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	166	50	56	192	95	117	400	104	41	746	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	166	50	56	192	95	117	400	104	41	746	83
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00
Final Sat.:	1375	2113	637	1375	2750	1375	1375	2183	567	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.17	0.08	0.08	0.04	0.07	0.07	0.09	0.18	0.18	0.03	0.27	0.06
Crit Volume:	237				96		117				373	
Crit Moves:	****				****		****				****	

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

Intersection #18 S Victory Blvd & W Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	D

Street Name:	S Victory Blvd						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	104	454	98	161	987	285	175	466	50	112	760	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	454	98	161	987	285	175	466	50	112	760	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	454	98	161	987	285	175	466	50	112	760	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	454	98	161	987	285	175	466	50	112	760	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	454	98	161	987	285	175	466	50	112	760	111
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2533	272	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.07	0.11	0.35	0.20	0.12	0.18	0.18	0.08	0.27	0.08
Crit Volume:	104				493		175				380	
Crit Moves:	****				****		****				****	

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

Intersection #19 S Glenoaks Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	S Glenoaks Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	94	686	15	36	1021	206	52	92	68	54	300	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	686	15	36	1021	206	52	92	68	54	300	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	686	15	36	1021	206	52	92	68	54	300	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	686	15	36	1021	206	52	92	68	54	300	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	686	15	36	1021	206	52	92	68	54	300	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.01	0.57	0.42	0.14	0.76	0.10
Final Sat.:	1575	3083	67	1575	3150	1575	1575	906	669	216	1199	160
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.32	0.13	0.03	0.10	0.10	0.25	0.25	0.25
Crit Volume:	94				511		52				394	
Crit Moves:	****				****		****				****	

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

Intersection #20 S San Fernando Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	S San Fernando Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	112	143	97	13	167	41	18	163	141	92	580	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	143	97	13	167	41	18	163	141	92	580	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	143	97	13	167	41	18	163	141	92	580	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	143	97	13	167	41	18	163	141	92	580	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	143	97	13	167	41	18	163	141	92	580	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1204	296	1500	804	696	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.06	0.01	0.14	0.14	0.01	0.20	0.20	0.06	0.39	0.01
Crit Volume:	112				208		18				580	
Crit Moves:	****				****		****				****	

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

Intersection #21 South Ikea Way & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	South Ikea Way						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	14	20	6	82	56	149	87	229	32	5	618	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	20	6	82	56	149	87	229	32	5	618	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	20	6	82	56	149	87	229	32	5	618	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	20	6	82	56	149	87	229	32	5	618	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	20	6	82	56	149	87	229	32	5	618	123
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1058	317	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.04	0.11	0.06	0.17	0.02	0.00	0.45	0.09
Crit Volume:			26	82			87				618	
Crit Moves:			****	****			****				****	

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

Intersection #22 S Front St & I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	S Front St						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	214	572	17	40	0	0	0	0	316	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	214	572	17	40	0	0	0	0	316	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	214	572	17	40	0	0	0	0	316	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	214	572	17	40	0	0	0	0	316	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	214	572	17	40	0	0	0	0	348	0	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.87	0.00	0.13
Final Sat.:	0	1500	1500	1500	3000	0	0	0	0	2806	0	194
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.38	0.01	0.01	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:			572	17				0		186		
Crit Moves:			****	****						****		

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

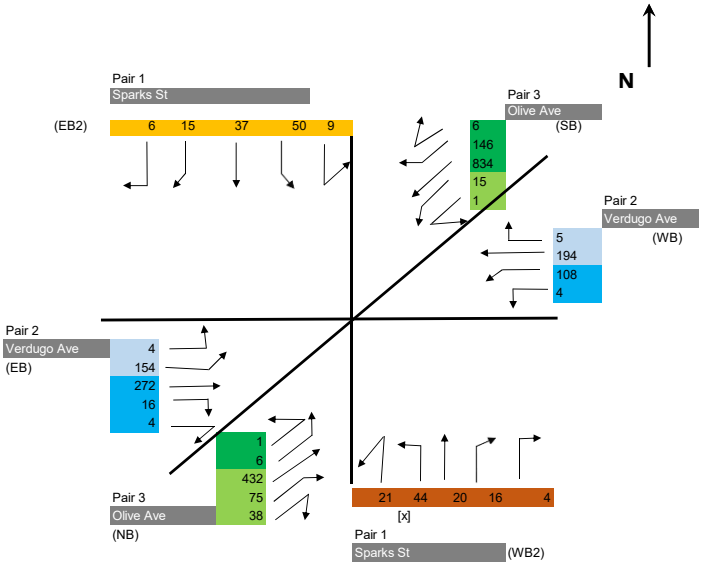
Intersection #23 South First Street/Ikea Way & E Angeleno Ave

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

Street Name:	South First Street/Ikea Way						E Angeleno Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	101	171	16	44	248	26	216	267	72	21	96	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	171	16	44	248	26	216	267	72	21	96	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	171	16	44	248	26	216	267	72	21	96	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	171	16	44	248	26	216	267	72	21	96	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	171	16	44	248	26	216	267	72	21	96	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2743	257	1500	2715	285	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.03	0.09	0.09	0.14	0.18	0.05	0.01	0.06	0.04
Crit Volume:	101					137	216				96	
Crit Moves:	****					****	****				****	

Intersection 24 - Olive/Sparks & Verdugo

Existing + Project Conditions - AM Peak Hour



Capacity Per Lane
1444

Pair 1 Max **Sparks St**	SBT 37 / 1 **Sparks SB (EB2)**	+	SBR 21	+	SBL 59 / 1 **Sparks SB (EB2)**	=	**117**	or	NBT 20 / 1 **Sparks NB (WB2)**	+	NBR 20	+	NBL 65 / 1 **Sparks NB (WB2)**	=	105				
Critical Volume	=	**117**																	
v/c	=	**0.081**																	
Pair 2 Max **Verdugo Ave EB**	EBT 272 / 2 **Verdugo EB**	+	EBR* 16			=	144	or					EBL 158 / 1 **Verdugo EB**	=	**158**				
Critical Volume	=	**158**	*EBR to olive is excluded due to channelization																
v/c	=	**0.109**																	
Pair 2 Max **Verdugo Ave WB**					WBL 112 / 1 **Verdugo WB**	=	112	or	WBT 194 / 1 **Verdugo WB**	+	WBR 5			=	**199**				
Critical Volume	=	**199**																	
v/c	=	**0.138**																	
Pair 4 Max **Olive Ave**	NBT 432 / 2 **Olive NB**	+	NBR 113	+	SBL 16 / 1 **Olive SB**	=	289	or	SBT 980 / 2 or SBR 6 / 1 **Olive SB**			+	NBL 7 / 1 **Olive NB**	=	**497**				
Critical Volume	=	**497**																	
v/c	=	**0.344**																	

											Loss Time		**ATSA C Credit**				
V/C =	**0.081**	**+**	**0.109**	**+**	**0.138**	+	**0.344**	**+**	**0.000**	**-**	**0**	**=**	**0.672**				
LOS =	**B**																

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

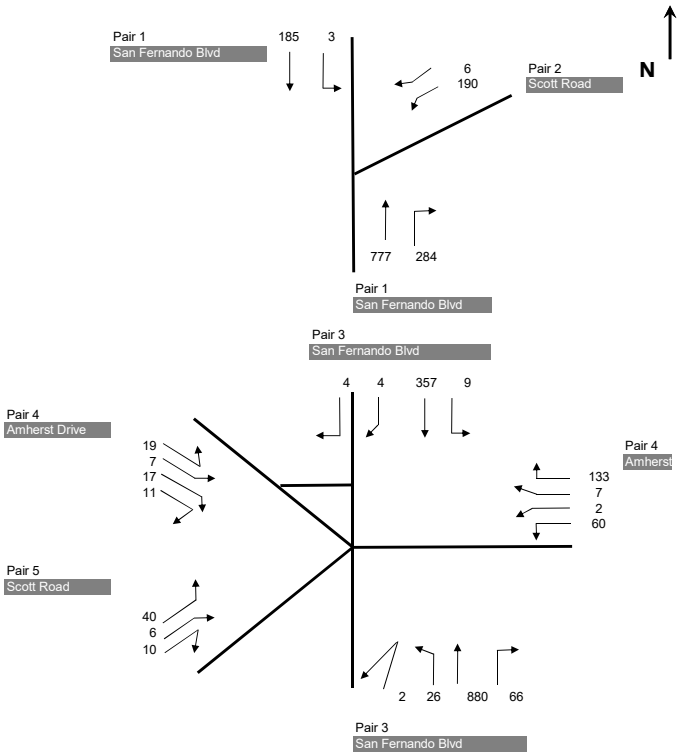
Intersection #1 N Glenoaks Blvd & Amherst Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	N Glenoaks Blvd						Amherst Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	67	1169	18	12	1148	87	131	64	27	24	38	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1169	18	12	1148	87	131	64	27	24	38	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	1169	18	12	1148	87	131	64	27	24	38	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1169	18	12	1148	87	131	64	27	24	38	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	1169	18	12	1148	87	131	64	27	24	38	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.84	0.16
Final Sat.:	1496	2947	45	1496	2993	1496	1496	1496	1496	1496	1264	233
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.38	0.06	0.09	0.04	0.02	0.02	0.03	0.03
Crit Volume:	67				574		131				45	
Crit Moves:	****				****		****				****	

Intersection 2 - San Fernando Blvd/Amherst Drive/Scott Road

Existing + Project Conditions - PM Peak Hour



Capacity Per Lane
1444

Pair 1 Max { SBT 185 + SBR 0 / 2 (San Fernando Blvd SB) = 93 } or { NBT 777 + NBR 284 / 3 (San Fernando Blvd NB) + SBL 3 / 1 (San Fernando Blvd SB) = 357 }

Critical Volume = **357**
v/c = **0.247**

Pair 3 Sum { WBL **190** + WBR **6** / **1** (Scott Rd NB) = **196** }

Critical Volume = **196**
v/c = **0.136**

Pair 3 Max { SBT 361 + SBR* 0 / 2 (San Fernando Blvd SB) + NBL 28 / 1 (San Fernando Blvd NB) = 209 } or { NBT **880** + NBR **66** / **3** (San Fernando Blvd NB) + SBL **9** / **1** (San Fernando Blvd SB) = **324** }

Critical Volume = **324**
v/c = **0.225**

*SBR is excluded due to channelization

Pair 4 Max { EBT 7 + EBR 28 / 1 (Amherst Dr EB) + WBL 62 / 2 (Amherst Dr WB) = 66 } or { WBT **7** + WBR **133** / 2 (Amherst Dr WB) + EBL **19** / **1** (Amherst Dr EB) = **89** }

Critical Volume = **89**
v/c = **0.062**

Pair 5 Sum { EBL **40** + EBT **6** + EBR **10** / **1** (Scott Rd NB) = **56** }

Critical Volume = **56**
v/c = **0.039**

	Pair 1		Pair 2		Pair 3		Pair 4		Pair 5		**Loss**		**ATSA**		
V/C =	**0.247**	**+**	**0.136**	**+**	**0.225**	**+**	**0.062**	**+**	**0.039**	**+**	**0.000**	**-**	**0**	**=**	**0.708**

LOS = C

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

Intersection #3 N Glenoaks Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	N Glenoaks Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	152	1046	9	7	953	129	172	68	156	10	40	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1046	9	7	953	129	172	68	156	10	40	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1046	9	7	953	129	172	68	156	10	40	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1046	9	7	953	129	172	68	156	10	40	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1046	9	7	953	129	172	68	156	10	40	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.98	0.02	1.00	1.76	0.24	0.44	0.17	0.39	0.19	0.77	0.04
Final Sat.:	1575	3123	27	1575	2774	376	684	270	620	303	1212	61
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.00	0.34	0.34	0.25	0.25	0.25	0.03	0.03	0.03
Crit Volume:	152				541				396	10		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 N 3rd St & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	0	Average Delay (sec/veh):	14.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	N 3rd St						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 0	1 0		0 1 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	152	201	198	30	101	21	20	201	55	101	176	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	201	198	30	101	21	20	201	55	101	176	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	201	198	30	101	21	20	201	55	101	176	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	201	198	30	101	21	20	201	55	101	176	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	201	198	30	101	21	20	201	55	101	176	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.09	0.91	1.00	0.35	0.62	0.03
Final Sat.:	473	506	560	435	391	81	45	448	544	178	311	18
Capacity Analysis Module:												
Vol/Sat:	0.32	0.40	0.35	0.07	0.26	0.26	0.45	0.45	0.10	0.57	0.57	0.57
Crit Moves:	****			****			****			****		
Delay/Veh:	13.4	13.8	12.1	10.9	12.0	12.0	14.8	14.8	9.6	17.9	17.9	17.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.8	12.1	10.9	12.0	12.0	14.8	14.8	9.6	17.9	17.9	17.9
LOS by Move:	B	B	B	B	B	B	B	B	A	C	C	C
ApproachDel:	13.1			11.8			13.8			17.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.1			11.8			13.8			17.9		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.4	0.6	0.5	0.1	0.3	0.3	0.7	0.7	0.1	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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

Intersection #5 N San Fernando Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	N San Fernando Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	55	964	139	44	405	40	71	69	27	114	80	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	964	139	44	405	40	71	69	27	114	80	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	964	139	44	405	40	71	69	27	114	80	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	964	139	44	405	40	71	69	27	114	80	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	964	139	44	405	40	71	69	27	114	80	92
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.43	0.41	0.16	1.00	0.47	0.53
Final Sat.:	1500	3000	1500	1500	3000	1500	638	620	243	1500	698	802
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.09	0.03	0.14	0.03	0.11	0.11	0.11	0.08	0.11	0.11
Crit Volume:		482			44				167	114		
Crit Moves:		****			****				****	****		

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

Intersection #6 N 3rd St & E Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	N 3rd St							E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Permitted			Permitted			Permitted			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0
Volume Module:													
Base Vol:	394	396	0	0	167	131	190	0	649	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	394	396	0	0	167	131	190	0	649	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	394	396	0	0	167	131	190	0	649	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	394	396	0	0	167	131	190	0	649	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	
FinalVolume:	394	396	0	0	167	131	190	0	714	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00	0.00	0.56	0.44	1.00	0.00	2.00	0.00	0.00	0.00	
Final Sat.:	1425	1425	0	0	799	626	1425	0	2850	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.28	0.28	0.00	0.00	0.21	0.21	0.13	0.00	0.25	0.00	0.00	0.00	
Crit Volume:	394					298	190				0		
Crit Moves:	****					****	****						

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

Intersection #7 N San Fernando Blvd & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Street Name:	N San Fernando Blvd						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	288	420	17	71	155	515	904	592	647	16	419	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	420	17	71	155	515	904	592	647	16	419	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	288	420	17	71	155	515	904	592	0	16	419	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	420	17	71	155	515	904	592	0	16	419	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00
FinalVolume:	317	420	17	71	155	515	994	592	0	16	419	105
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.92	0.08	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	2643	107	1375	1375	1375	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.05	0.11	0.37	0.36	0.22	0.00	0.01	0.15	0.08
Crit Volume:	158				155		497				210	
Crit Moves:	****				****		****				****	

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

Intersection #8 I-5 NB Off-Ramps & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	I-5 NB Off-Ramps						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	2	0 0	0 0	1	0 0	3 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	545	0	0	760	0	1688	0	0	1172	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	545	0	0	760	0	1688	0	0	1172	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	545	0	0	0	0	1688	0	0	1172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	545	0	0	0	0	1688	0	0	1172	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	600	0	0	0	0	1688	0	0	1172	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	3000	0	0	1500	0	4500	0	0	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.39	0.00
Crit Volume:			300	0			0				586	
Crit Moves:			****				****				****	

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.105
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	1 1	0 0	1	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	364	0	108	483	73	330	0	1936	485	73	1612	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	0	108	483	73	330	0	1936	485	73	1612	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	0	108	483	73	330	0	1936	485	73	1612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	0	108	483	73	330	0	1936	485	73	1612	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	0	108	531	73	330	0	1936	485	73	1612	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.76	0.24	1.00	0.00	2.40	0.60	1.00	3.00	0.00
Final Sat.:	1425	0	1425	2506	344	1425	0	3419	856	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.08	0.21	0.21	0.23	0.00	0.57	0.57	0.05	0.38	0.00
Crit Volume:	364					330		807		73		
Crit Moves:	****					****		****		****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	511	522	318	757	461	142	119	1399	315	341	1396	522
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	511	522	318	757	461	142	119	1399	315	341	1396	522
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	511	522	318	757	461	142	119	1399	315	341	1396	522
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	522	318	757	461	142	119	1399	315	341	1396	522
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	562	522	318	833	461	142	131	1399	315	375	1396	522
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.57	1.43	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3611	1999	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.23	0.23	0.23	0.10	0.05	0.33	0.22	0.13	0.33	0.37
Crit Volume:	281			323				466		188		
Crit Moves:	****			****				****		****		

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

Intersection #11 W Victory Blvd & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	W Victory Blvd						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	1	3 0	0 0	1	0 0	3 0	0	0 1	1 0	2
Volume Module:												
Base Vol:	0	0	2	937	0	5	0	912	0	1	772	1108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	937	0	5	0	912	0	1	772	1108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	2	937	0	5	0	912	0	1	772	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	937	0	5	0	912	0	1	772	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	2	1031	0	5	0	912	0	4	772	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	3.00	0.00	1.00	0.00	3.00	0.00	0.01	1.99	2.00
Final Sat.:	0	0	1454	4361	0	1454	0	4361	0	15	2892	2907
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.21	0.00	0.07	0.27	0.00
Crit Volume:			2	344			0				388	
Crit Moves:			****	****			****				****	

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

Intersection #12 N Glenoaks Blvd & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	N Glenoaks Blvd						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	152	1172	48	86	1013	155	192	251	226	27	183	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1172	48	86	1013	155	192	251	226	27	183	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1172	48	86	1013	155	192	251	226	27	183	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1172	48	86	1013	155	192	251	226	27	183	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1172	48	86	1013	155	192	251	226	27	183	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.49	0.51
Final Sat.:	1496	2875	118	1496	2993	1496	1496	1496	1496	1496	2226	766
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.41	0.06	0.34	0.10	0.13	0.17	0.15	0.02	0.08	0.08
Crit Volume:			610	86			192					123
Crit Moves:			****	****			****					****

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

Intersection #13 N 1st St & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	C

Street Name:	N 1st St							E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Include			Ovl			Include			Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	
Volume Module:													
Base Vol:	220	368	134	126	368	207	287	747	341	89	507	113	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	220	368	134	126	368	207	287	747	341	89	507	113	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	220	368	134	126	368	207	287	747	341	89	507	113	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	220	368	134	126	368	207	287	747	341	89	507	113	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	220	368	134	126	368	207	287	747	341	89	507	113	
Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00	
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1888	862	1375	2750	1375	
Capacity Analysis Module:													
Vol/Sat:	0.16	0.13	0.10	0.09	0.13	0.15	0.21	0.40	0.40	0.06	0.18	0.08	
Crit Volume:	220				184				544	89			
Crit Moves:	****				****				****	****			

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	222	855	139	248	885	174	171	888	169	128	639	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	855	139	248	885	174	171	888	169	128	639	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	855	139	248	885	174	171	888	169	128	639	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	855	139	248	885	174	171	888	169	128	639	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	855	139	248	885	174	171	888	169	128	639	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.10	0.18	0.32	0.12	0.12	0.32	0.12	0.09	0.23	0.15
Crit Volume:	428			248			444			128		
Crit Moves:	****			****			****			****		

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

Intersection #15 Victory Blvd & W Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Victory Blvd						W Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	109	786	16	46	922	54	84	100	192	17	105	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	786	16	46	922	54	84	100	192	17	105	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	109	786	16	46	922	54	84	100	192	17	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	786	16	46	922	54	84	100	192	17	105	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	109	786	16	46	922	54	84	100	192	17	105	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.34	0.66	0.14	0.86	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	514	986	209	1291	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.01	0.03	0.31	0.04	0.06	0.19	0.19	0.08	0.08	0.00
Crit Volume:	109				461			292		17		
Crit Moves:	****				****			****		****		

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

Intersection #16 S Glenoaks Blvd & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	S Glenoaks Blvd						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	126	1081	69	95	1035	111	213	340	162	63	218	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1081	69	95	1035	111	213	340	162	63	218	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1081	69	95	1035	111	213	340	162	63	218	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1081	69	95	1035	111	213	340	162	63	218	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1081	69	95	1035	111	213	340	162	63	218	63
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2240	647
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.05	0.07	0.36	0.08	0.15	0.12	0.11	0.04	0.10	0.10
Crit Volume:	126				518		213					141
Crit Moves:	****				****		****					****

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

Intersection #17 South First Street & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	South First Street						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	175	328	61	69	359	141	374	801	254	58	494	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	328	61	69	359	141	374	801	254	58	494	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	328	61	69	359	141	374	801	254	58	494	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	328	61	69	359	141	374	801	254	58	494	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	328	61	69	359	141	374	801	254	58	494	128
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	2.00	1.00	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	1375	2319	431	1375	2750	1375	1375	2088	662	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.14	0.05	0.13	0.10	0.27	0.38	0.38	0.04	0.18	0.09
Crit Volume:	175				180		374				247	
Crit Moves:	****				****		****				****	

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

Intersection #18 S Victory Blvd & W Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	Level Of Service:	D

Street Name:	S Victory Blvd							W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	
Volume Module:													
Base Vol:	75	714	171	191	886	245	239	1008	39	113	631	204	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	75	714	171	191	886	245	239	1008	39	113	631	204	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	75	714	171	191	886	245	239	1008	39	113	631	204	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	75	714	171	191	886	245	239	1008	39	113	631	204	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	75	714	171	191	886	245	239	1008	39	113	631	204	
Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00	
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2701	104	1403	2805	1403	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.25	0.12	0.14	0.32	0.17	0.17	0.37	0.37	0.08	0.22	0.15	
Crit Volume:		357		191					524	113			
Crit Moves:		****		****					****	****			

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

Intersection #19 S Glenoaks Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	S Glenoaks Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	95	1118	60	46	1069	106	111	205	134	46	129	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1118	60	46	1069	106	111	205	134	46	129	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1118	60	46	1069	106	111	205	134	46	129	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1118	60	46	1069	106	111	205	134	46	129	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1118	60	46	1069	106	111	205	134	46	129	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	0.60	0.40	0.21	0.59	0.20
Final Sat.:	1575	2990	160	1575	3150	1575	1575	952	623	329	924	322
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.03	0.34	0.07	0.07	0.22	0.22	0.14	0.14	0.14
Crit Volume:		589			46				339		46	
Crit Moves:		****			****				****		****	

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

Intersection #20 S San Fernando Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	S San Fernando Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	163	299	223	17	222	62	37	355	181	90	361	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	299	223	17	222	62	37	355	181	90	361	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	299	223	17	222	62	37	355	181	90	361	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	299	223	17	222	62	37	355	181	90	361	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	299	223	17	222	62	37	355	181	90	361	22
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.78	0.22	1.00	0.66	0.34	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1173	327	1500	993	507	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.15	0.01	0.19	0.19	0.02	0.36	0.36	0.06	0.24	0.01
Crit Volume:	163				284				536	90		
Crit Moves:	****				****				****	****		

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

Intersection #21 South Ikea Way & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	South Ikea Way						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	87	163	16	124	125	306	135	415	70	13	450	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	163	16	124	125	306	135	415	70	13	450	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	163	16	124	125	306	135	415	70	13	450	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	163	16	124	125	306	135	415	70	13	450	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	163	16	124	125	306	135	415	70	13	450	147
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1252	123	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.09	0.09	0.22	0.10	0.30	0.05	0.01	0.33	0.11
Crit Volume:		179		124			135				450	
Crit Moves:		****		****			****				****	

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

Intersection #22 S Front St & I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Street Name:	S Front St						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	256	595	23	69	0	0	0	0	536	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	256	595	23	69	0	0	0	0	536	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	256	595	23	69	0	0	0	0	536	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	256	595	23	69	0	0	0	0	536	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	256	595	23	69	0	0	0	0	590	0	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.91	0.00	0.09
Final Sat.:	0	1500	1500	1500	3000	0	0	0	0	2869	0	131
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.40	0.02	0.02	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Volume:			595	23					0	308		
Crit Moves:			****	****						****		

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

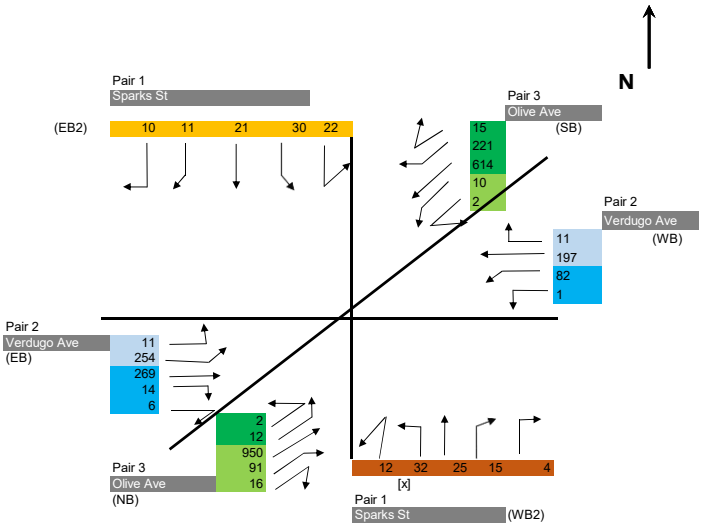
Intersection #23 South First Street/Ikea Way & E Angeleno Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	South First Street/Ikea Way						E Angeleno Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	145	296	49	91	504	79	173	303	87	46	115	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	296	49	91	504	79	173	303	87	46	115	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	296	49	91	504	79	173	303	87	46	115	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	296	49	91	504	79	173	303	87	46	115	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	296	49	91	504	79	173	303	87	46	115	110
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2574	426	1500	2593	407	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.11	0.06	0.19	0.19	0.12	0.20	0.06	0.03	0.08	0.07
Crit Volume:	145					292		303		46		
Crit Moves:	****					****		****		****		

Intersection 24 - Olive/Sparks & Verdugo

Existing + Project Conditions - PM Peak Hour



Capacity Per Lane
1444

Pair 1 Max **Sparks St**	SBT 21 / 1 **Sparks SB (EB2)**	+	SBR 21	+	SBL 52 / 1 **Sparks SB (EB2)**	=	**94**	or	NBT 25 / 1 **Sparks NB (WB2)**	+	NBR 19	+	NBL 44 / 1 **Sparks NB (WB2)**	=	88			
Critical Volume	=	**94**																
v/c	=	**0.065**																
Pair 2 Max **Verdugo Ave EB**	EBT 269 / 2 **Verdugo EB**	+	EBR* 14			=	142	or					EBL 265 / 1 **Verdugo EB**	=	**265**			
Critical Volume	=	**265**	*EBR to olive is excluded due to channelization															
v/c	=	**0.184**																
Pair 2 Max **Verdugo Ave WB**					WBL 83 / 1 **Verdugo WB**	=	83	or	WBT 197 / 1 **Verdugo WB**	+	WBR 11			=	**208**			
Critical Volume	=	**208**																
v/c	=	**0.144**																
Pair 4 Max **Olive Ave**	NBT 950 / 2 **Olive NB**	+	NBR 107	+	SBL 12 / 1 **Olive SB**	=	**541**	or	SBT 835 / 2 **Olive SB**	or	SBR 15 / 1 **Olive SB**	+	NBL 14 / 1 **Olive NB**	=	432			
Critical Volume	=	**541**																
v/c	=	**0.374**																

											Loss Time		**ATSA C Credit**				
V/C =	**0.065**	**+**	**0.184**	**+**	**0.144**	**+**	**0.374**	**+**	**0.000**	**-**	**0**	**=**	**0.767**				
LOS =	**C**																

FUTURE BASE

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

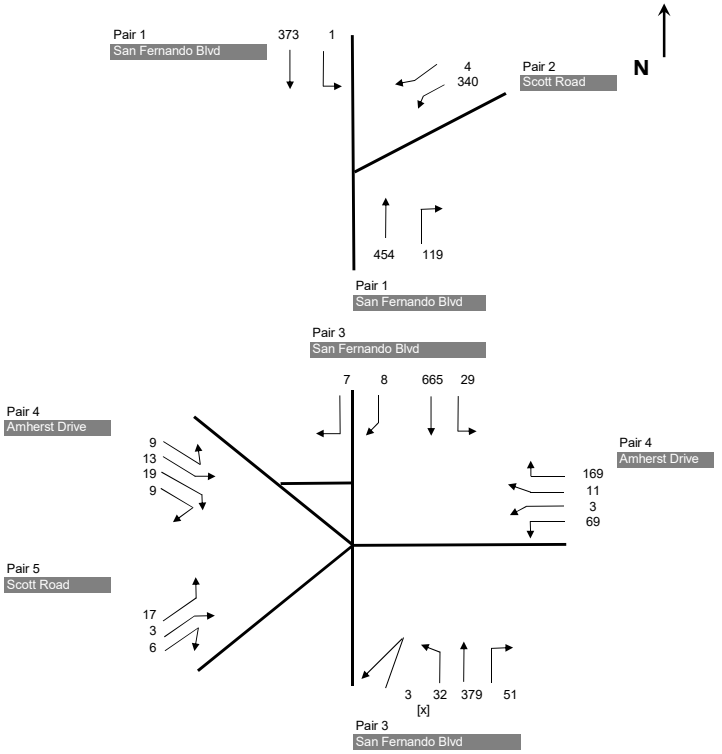
Intersection #1 N Glenoaks Blvd & Amherst Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	N Glenoaks Blvd						Amherst Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	107	687	12	21	1402	134	75	50	27	61	110	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	687	12	21	1402	134	75	50	27	61	110	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	687	12	21	1402	134	75	50	27	61	110	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	687	12	21	1402	134	75	50	27	61	110	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	687	12	21	1402	134	75	50	27	61	110	14
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1496	2941	51	1496	2993	1496	1496	1496	1496	1496	1327	169
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.01	0.47	0.09	0.05	0.03	0.02	0.04	0.08	0.08
Crit Volume:	107				701		75					124
Crit Moves:	****				****		****					****

Intersection 2 - San Fernando Blvd/Amherst Drive/Scott Road

Future Base Conditions - AM Peak Hour



Capacity Per Lane
1444

Pair 1 Max	SBT		SBR								NBT		NBR		SBL				
	373	+	0	=	187	or	**454**	+	**119**	+	**1**	=	**192**						
	2						**3**				**1**								
	San Fernando Blvd SB						San Fernando Blvd NB				San Fernando Blvd SB								
Critical Volume	=	**192**																	
v/c	=	**0.133**																	
Pair 3 Sum	WBL		WBR																
	340	+	**4**	=	**344**														
	1																		
	Scott Rd NB																		
Critical Volume	=	**344**																	
v/c	=	**0.238**																	
Pair 3 Max	SBT		SBR*		NBL						NBT		NBR		SBL				
	673	+	**0**	+	**35**	=	**372**	or	379	+	51	+	29	=	172				
	2				**1**				3				1						
	San Fernando Blvd SB				San Fernando Blvd NB				San Fernando Blvd NB				San Fernando Blvd SB						
Critical Volume	=	**372**	*SBR is excluded due to channelization																
v/c	=	**0.257**																	
Pair 4 Max	EBT		EBR		WBL						WBT		WBR		EBL				
	13	+	28	+	72	=	77	or	**11**	+	**169**	+	**9**	=	**99**				
	1				2				**2**				**1**						
	Amherst Dr EB				Amherst Dr WB				Amherst Dr WB				Amherst Dr EB						
Critical Volume	=	**99**																	
v/c	=	**0.069**																	
Pair 5 Sum	EBL		EBT		EBR														
	17	+	**3**	+	**6**	=	**26**												
			1																
	Scott Rd NB																		
Critical Volume	=	**26**																	
v/c	=	**0.018**																	

	Pair 1		Pair 2		Pair 3		Pair 4		Pair 5		**Loss**		**ATS**		
V/C =	**0.133**	+	**0.238**	+	**0.257**	+	**0.069**	+	**0.018**	+	**0.000**	-	**0**	=	**0.715**

LOS = C

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

Intersection #3 N Glenoaks Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	N Glenoaks Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	112	674	7	7	1330	115	87	64	111	23	83	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	674	7	7	1330	115	87	64	111	23	83	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	674	7	7	1330	115	87	64	111	23	83	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	674	7	7	1330	115	87	64	111	23	83	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	674	7	7	1330	115	87	64	111	23	83	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.98	0.02	1.00	1.84	0.16	0.33	0.24	0.43	0.21	0.75	0.04
Final Sat.:	1575	3118	32	1575	2899	251	523	385	667	326	1178	71
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.00	0.46	0.46	0.17	0.17	0.17	0.07	0.07	0.07
Crit Volume:	112					723		262		23		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 N 3rd St & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0	Average Delay (sec/veh):	12.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	N 3rd St						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 0	1 0		0 1 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	110	122	161	11	151	32	7	120	57	115	167	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	122	161	11	151	32	7	120	57	115	167	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	122	161	11	151	32	7	120	57	115	167	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	122	161	11	151	32	7	120	57	115	167	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	122	161	11	151	32	7	120	57	115	167	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.06	0.94	1.00	0.40	0.58	0.02
Final Sat.:	488	523	582	480	434	92	28	481	566	215	312	11
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.28	0.02	0.35	0.35	0.25	0.25	0.10	0.54	0.54	0.54
Crit Moves:			****		****			****				****
Delay/Veh:	11.7	11.2	10.7	9.9	12.2	12.2	11.3	11.3	9.2	16.1	16.1	16.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.2	10.7	9.9	12.2	12.2	11.3	11.3	9.2	16.1	16.1	16.1
LOS by Move:	B	B	B	A	B	B	B	B	A	C	C	C
ApproachDel:	11.1			12.1			10.7			16.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.1			12.1			10.7			16.1		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.4	0.4	0.3	0.3	0.1	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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

Intersection #5 N San Fernando Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	N San Fernando Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	21	459	112	40	752	24	22	19	22	137	33	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	459	112	40	752	24	22	19	22	137	33	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	459	112	40	752	24	22	19	22	137	33	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	459	112	40	752	24	22	19	22	137	33	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	459	112	40	752	24	22	19	22	137	33	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.35	0.30	0.35	1.00	0.33	0.67
Final Sat.:	1425	2850	1425	1425	2850	1425	498	430	498	1425	470	955
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.08	0.03	0.26	0.02	0.04	0.04	0.04	0.10	0.07	0.07
Crit Volume:	21				376			63		137		
Crit Moves:	****				****			****		****		

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

Intersection #6 N 3rd St & E Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	N 3rd St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	369	257	0	0	160	183	176	0	493	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	369	257	0	0	160	183	176	0	493	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	257	0	0	160	183	176	0	493	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	257	0	0	160	183	176	0	493	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	369	257	0	0	160	183	176	0	542	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.47	0.53	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	665	760	1425	0	2850	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.18	0.00	0.00	0.24	0.24	0.12	0.00	0.19	0.00	0.00	0.00
Crit Volume:	369				343		176				0	
Crit Moves:	****				****		****					

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

Intersection #7 N San Fernando Blvd & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	N San Fernando Blvd						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 0	2	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	226	139	8	78	247	785	612	584	340	43	481	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	139	8	78	247	785	612	584	340	43	481	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	226	139	8	78	247	785	612	584	0	43	481	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	139	8	78	247	785	612	584	0	43	481	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	0.00	1.00	1.00	1.00
FinalVolume:	249	139	8	78	247	864	673	584	0	43	481	107
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.89	0.11	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	2600	150	1375	1375	2750	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.06	0.18	0.31	0.24	0.21	0.00	0.03	0.17	0.08
Crit Volume:	124				247		337				240	
Crit Moves:	****				****		****				****	

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

Intersection #8 I-5 NB Off-Ramps & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	I-5 NB Off-Ramps						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	2	0 0	0 0	0	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	985	10	379	0	0	0	110	1145	0	0	1267	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	985	10	379	0	0	0	110	1145	0	0	1267	196
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	985	10	379	0	0	0	110	1145	0	0	1267	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	985	10	379	0	0	0	110	1145	0	0	1267	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1084	10	417	0	0	0	121	1145	0	0	1267	196
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2824	26	2850	0	0	0	2850	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.15	0.00	0.00	0.00	0.04	0.27	0.00	0.00	0.30	0.14
Crit Volume:	547			0			61			422		
Crit Moves:	****						****			****		

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.019
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	1 1	0 1	1	0 0	3 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	242	0	11	280	105	326	0	1591	667	636	1837	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	0	11	280	105	326	0	1591	667	636	1837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	0	11	280	105	326	0	1591	667	636	1837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	11	280	105	326	0	1591	667	636	1837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	242	0	11	308	105	359	0	1591	667	700	1837	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.59	0.54	1.87	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1425	0	1425	2270	775	2656	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.01	0.14	0.14	0.14	0.00	0.37	0.47	0.25	0.43	0.00
Crit Volume:	242			193					667	350		
Crit Moves:	****			****					****	****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	269	283	128	595	558	58	45	1466	446	451	1294	595
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	283	128	595	558	58	45	1466	446	451	1294	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	283	128	595	558	58	45	1466	446	451	1294	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	283	128	595	558	58	45	1466	446	451	1294	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	296	283	128	655	558	58	50	1466	446	496	1294	595
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.16	1.84	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3028	2582	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.09	0.22	0.22	0.04	0.02	0.35	0.32	0.18	0.31	0.42
Crit Volume:	148				303			489		248		
Crit Moves:	****				****			****		****		

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

Intersection #11 W Victory Blvd & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	W Victory Blvd						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	1	3 0	0 0	1	0 0	2 1	0	0 0	2 0	2
Volume Module:												
Base Vol:	0	0	8	1144	0	13	0	856	8	0	722	796
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	8	1144	0	13	0	856	8	0	722	796
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	8	1144	0	13	0	856	8	0	722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	8	1144	0	13	0	856	8	0	722	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	8	1258	0	13	0	856	8	0	722	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	3.00	0.00	1.00	0.00	2.97	0.03	0.00	2.00	2.00
Final Sat.:	0	0	1454	4361	0	1454	0	4320	40	0	2907	2907
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.29	0.00	0.01	0.00	0.20	0.20	0.00	0.25	0.00
Crit Volume:			8	419			0				361	
Crit Moves:			****	****			****				****	

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

Intersection #12 N Glenoaks Blvd & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	N Glenoaks Blvd						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	147	687	20	39	1218	215	88	139	121	71	342	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	687	20	39	1218	215	88	139	121	71	342	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	687	20	39	1218	215	88	139	121	71	342	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	687	20	39	1218	215	88	139	121	71	342	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	687	20	39	1218	215	88	139	121	71	342	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.74	0.26
Final Sat.:	1496	2908	85	1496	2993	1496	1496	1496	1496	1496	2611	382
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.03	0.41	0.14	0.06	0.09	0.08	0.05	0.13	0.13
Crit Volume:	147				609		88				196	
Crit Moves:	****				****		****				****	

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

Intersection #13 N 1st St & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	N 1st St						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	188	127	48	39	266	303	143	447	205	48	662	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	127	48	39	266	303	143	447	205	48	662	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	127	48	39	266	303	143	447	205	48	662	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	127	48	39	266	303	143	447	205	48	662	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	127	48	39	266	303	143	447	205	48	662	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1885	865	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.03	0.03	0.10	0.22	0.10	0.24	0.24	0.03	0.24	0.02
Crit Volume:	188					303	0				331	
Crit Moves:	****					****	****				****	

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	152	510	136	226	1035	126	112	603	221	293	636	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	510	136	226	1035	126	112	603	221	293	636	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	510	136	226	1035	126	112	603	221	293	636	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	510	136	226	1035	126	112	603	221	293	636	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	510	136	226	1035	126	112	603	221	293	636	153
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.16	0.37	0.09	0.08	0.21	0.16	0.21	0.23	0.11
Crit Volume:	152				518			302		293		
Crit Moves:	****				****			****		****		

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

Intersection #15 Victory Blvd & W Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Victory Blvd						W Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	74	558	14	39	1163	69	98	120	196	37	101	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	558	14	39	1163	69	98	120	196	37	101	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	74	558	14	39	1163	69	98	120	196	37	101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	558	14	39	1163	69	98	120	196	37	101	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	74	558	14	39	1163	69	98	120	196	74	101	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.38	0.62	0.27	0.73	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	570	930	402	1098	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.01	0.03	0.39	0.05	0.07	0.21	0.21	0.09	0.09	0.00
Crit Volume:	74				582			316		37		
Crit Moves:	****				****			****		****		

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

Intersection #16 S Glenoaks Blvd & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	C

Street Name:	S Glenoaks Blvd						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	172	674	34	53	1112	199	106	135	91	128	471	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	674	34	53	1112	199	106	135	91	128	471	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	674	34	53	1112	199	106	135	91	128	471	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	674	34	53	1112	199	106	135	91	128	471	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	674	34	53	1112	199	106	135	91	128	471	47
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2626	262
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.02	0.04	0.39	0.14	0.07	0.05	0.06	0.09	0.18	0.18
Crit Volume:	172				556		106					259
Crit Moves:	****				****		****					****

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

Intersection #17 South First Street & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

Street Name:	South First Street						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	248	173	52	55	244	135	166	441	135	45	790	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	173	52	55	244	135	166	441	135	45	790	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	173	52	55	244	135	166	441	135	45	790	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	173	52	55	244	135	166	441	135	45	790	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	173	52	55	244	135	166	441	135	45	790	83
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1375	2114	636	1375	2750	1375	1375	2105	645	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.08	0.08	0.04	0.09	0.10	0.12	0.21	0.21	0.03	0.29	0.06
Crit Volume:	248				122		166				395	
Crit Moves:	****				****		****				****	

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

Intersection #18 S Victory Blvd & W Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	S Victory Blvd						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	107	542	122	196	1097	277	162	565	51	141	866	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	542	122	196	1097	277	162	565	51	141	866	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	542	122	196	1097	277	162	565	51	141	866	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	542	122	196	1097	277	162	565	51	141	866	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	542	122	196	1097	277	162	565	51	141	866	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2573	232	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.09	0.14	0.39	0.20	0.12	0.22	0.22	0.10	0.31	0.08
Crit Volume:	107				549		162				433	
Crit Moves:	****				****		****				****	

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

Intersection #19 S Glenoaks Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	S Glenoaks Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	113	728	15	37	1075	215	54	97	67	56	308	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	728	15	37	1075	215	54	97	67	56	308	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	728	15	37	1075	215	54	97	67	56	308	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	728	15	37	1075	215	54	97	67	56	308	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	728	15	37	1075	215	54	97	67	56	308	41
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	0.59	0.41	0.14	0.76	0.10
Final Sat.:	1575	3086	64	1575	3150	1575	1575	932	643	218	1198	159
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.02	0.34	0.14	0.03	0.10	0.10	0.26	0.26	0.26
Crit Volume:	113				538		54					405
Crit Moves:	****				****		****					****

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

Intersection #20 S San Fernando Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	S San Fernando Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	119	150	100	13	190	42	19	167	140	95	609	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	150	100	13	190	42	19	167	140	95	609	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	150	100	13	190	42	19	167	140	95	609	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	150	100	13	190	42	19	167	140	95	609	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	150	100	13	190	42	19	167	140	95	609	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1228	272	1500	816	684	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.07	0.01	0.15	0.15	0.01	0.20	0.20	0.06	0.41	0.01
Crit Volume:	119					232	19				609	
Crit Moves:	****					****	****				****	

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

Intersection #21 South Ikea Way & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	South Ikea Way						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	14	21	6	139	58	176	88	267	33	5	632	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	21	6	139	58	176	88	267	33	5	632	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	21	6	139	58	176	88	267	33	5	632	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	6	139	58	176	88	267	33	5	632	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	6	139	58	176	88	267	33	5	632	126
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1069	306	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.10	0.04	0.13	0.06	0.19	0.02	0.00	0.46	0.09
Crit Volume:		27		139			88				632	
Crit Moves:		****		****			****				****	

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

Intersection #22 S Front St & I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	S Front St						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	206	622	4	51	0	0	0	0	344	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	206	622	4	51	0	0	0	0	344	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	206	622	4	51	0	0	0	0	344	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	206	622	4	51	0	0	0	0	344	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	206	622	4	51	0	0	0	0	378	0	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.88	0.00	0.12
Final Sat.:	0	1500	1500	1500	3000	0	0	0	0	2814	0	186
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.41	0.00	0.02	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:			622	4					0	202		
Crit Moves:			****	****						****		

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

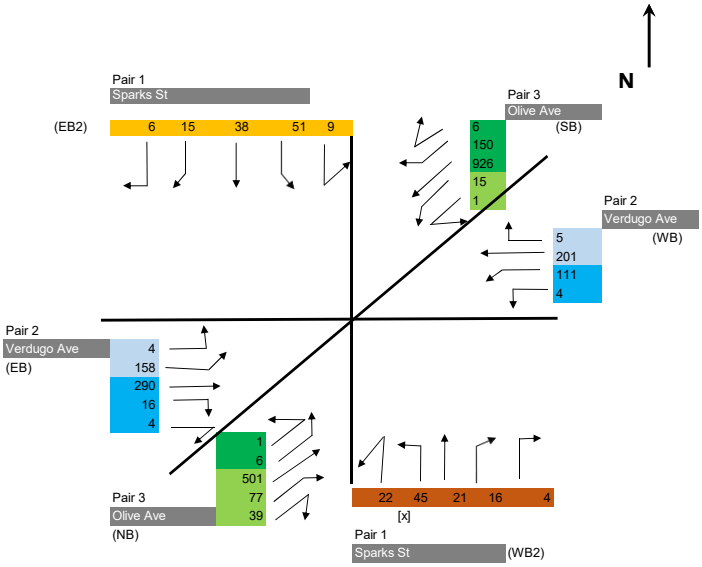
Intersection #23 South First Street/Ikea Way & E Angeleno Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	South First Street/Ikea Way						E Angeleno Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	104	182	16	45	332	27	222	275	93	22	99	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	182	16	45	332	27	222	275	93	22	99	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	182	16	45	332	27	222	275	93	22	99	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	182	16	45	332	27	222	275	93	22	99	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	182	16	45	332	27	222	275	93	22	99	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2758	242	1500	2774	226	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.12	0.12	0.15	0.18	0.06	0.01	0.07	0.04
Crit Volume:	104					180	222				99	
Crit Moves:	****					****	****				****	

Intersection 24 - Olive/Sparks & Verdugo

Future Base - AM Peak Hour



Capacity Per Lane
1444

Pair 1 Max **Sparks St**	SBT 38 / 1 **Sparks SB (EB2)**	+	SBR 21	+	SBL 60 / 1 **Sparks SB (EB2)**	=	**119**	or	NBT 21 / 1 **Sparks NB (WB2)**	+	NBR 20	+	NBL 67 / 1 **Sparks NB (WB2)**	=	108				
Critical Volume	=	**119**																	
v/c	=	**0.082**																	
Pair 2 Max **Verdugo Ave EB**	EBT 290 / 2 **Verdugo EB**	+	EBR* 16			=	153	or					EBL 162 / 1 **Verdugo EB**	=	**162**				
Critical Volume	=	**162**	*EBR to olive is excluded due to channelization																
v/c	=	**0.112**																	
Pair 2 Max **Verdugo Ave WB**					WBL 115 / 1 **Verdugo WB**	=	115	or	WBT 201 / 1 **Verdugo WB**	+	WBR 5			=	**206**				
Critical Volume	=	**206**																	
v/c	=	**0.143**																	
Pair 4 Max **Olive Ave**	NBT 501 / 2 **Olive NB**	+	NBR 116	+	SBL 16 / 1 **Olive SB**	=	325	or	SBT 1076 / 2 or	SBR 6 / 1 **Olive SB**		+	NBL 7 / 1 **Olive NB**	=	**545**				
Critical Volume	=	**545**																	
v/c	=	**0.377**																	

										Loss Time		**ATSA C Credit**					
V/C =	**0.082**	**+**	**0.112**	**+**	**0.143**	+	**0.377**	**+**	**0.000**	**-**	**0**	**=**	**0.715**				
LOS =	**C**																

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

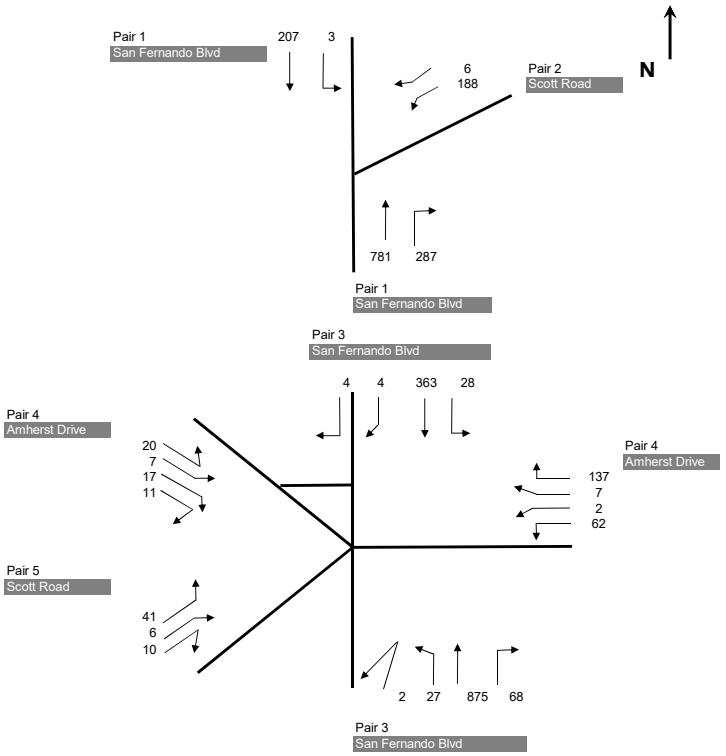
Intersection #1 N Glenoaks Blvd & Amherst Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	N Glenoaks Blvd						Amherst Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	120	1223	19	12	1243	95	135	66	42	25	39	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1223	19	12	1243	95	135	66	42	25	39	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1223	19	12	1243	95	135	66	42	25	39	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1223	19	12	1243	95	135	66	42	25	39	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1223	19	12	1243	95	135	66	42	25	39	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1496	2947	46	1496	2993	1496	1496	1496	1496	1496	1269	228
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.01	0.42	0.06	0.09	0.04	0.03	0.02	0.03	0.03
Crit Volume:	120				622		135				46	
Crit Moves:	****				****		****				****	

Intersection 2 - San Fernando Blvd/Amherst Drive/Scott Road

Future Base Conditions - PM Peak Hour



Capacity Per Lane
1444

Pair 1	Max	SBT		SBR					or	NBT		NBR		SBL				
		207	+	0	=	104				**781**	+	**287**	+	**3**	=	**359**		
		2								**3**				**1**				
		San Fernando Blvd SB								San Fernando Blvd NB				San Fernando Blvd SB				
Critical Volume	=	**359**																
v/c	=	**0.249**																
Pair 3	Sum	WBL		WBR														
		188	+	**6**	=	**194**												
		1																
		Scott Rd NB																
Critical Volume	=	**194**																
v/c	=	**0.134**																
Pair 3	Max	SBT		SBR*		NBL			or	NBT		NBR		SBL				
		367	+	0	+	29	=	213		**875**	+	**68**	+	**28**	=	**342**		
		2				1				**3**				**1**				
		San Fernando Blvd SB				San Fernando Blvd NB				San Fernando Blvd NB				San Fernando Blvd SB				
Critical Volume	=	**342**																
v/c	=	**0.237**																
Pair 4	Max	EBT		EBR		WBL			or	WBT		WBR		EBL				
		7	+	28	+	64	=	67		**7**	+	**137**	+	**20**	=	**92**		
		1				2				2				**1**				
		Amherst Dr EB				Amherst Dr WB				Amherst Dr WB				Amherst Dr EB				
Critical Volume	=	**92**																
v/c	=	**0.064**																
Pair 5	Sum	EBL		EBT		EBR												
		41	+	**6**	+	**10**	=	**57**										
				1														
		Scott Rd NB																
Critical Volume	=	**57**																
v/c	=	**0.039**																

	Pair 1		Pair 2		Pair 3		Pair 4		Pair 5		**Loss**		**ATSA**		
V/C =	**0.249**	+	**0.134**	+	**0.237**	+	**0.064**	+	**0.039**	+	**0.000**	-	**0**	=	**0.723**

LOS = **C**

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

Intersection #3 N Glenoaks Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	N Glenoaks Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	194	1106	9	7	1059	136	180	70	161	10	41	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1106	9	7	1059	136	180	70	161	10	41	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1106	9	7	1059	136	180	70	161	10	41	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1106	9	7	1059	136	180	70	161	10	41	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1106	9	7	1059	136	180	70	161	10	41	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.98	0.02	1.00	1.77	0.23	0.44	0.17	0.39	0.19	0.77	0.04
Final Sat.:	1575	3125	25	1575	2792	358	690	268	617	297	1218	59
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.35	0.00	0.38	0.38	0.26	0.26	0.26	0.03	0.03	0.03
Crit Volume:	194					598			411	10		
Crit Moves:	****					****			****	****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 N 3rd St & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0	Average Delay (sec/veh):	14.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	N 3rd St						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 0 1			1 0 0 1 0			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	156	207	207	31	104	22	21	207	57	107	181	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	207	207	31	104	22	21	207	57	107	181	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	207	207	31	104	22	21	207	57	107	181	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	207	207	31	104	22	21	207	57	107	181	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	207	207	31	104	22	21	207	57	107	181	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.09	0.91	1.00	0.36	0.61	0.03
Final Sat.:	466	498	552	428	383	81	45	441	536	180	304	17
Capacity Analysis Module:												
Vol/Sat:	0.34	0.42	0.38	0.07	0.27	0.27	0.47	0.47	0.11	0.60	0.60	0.60
Crit Moves:		****			****			****			****	
Delay/Veh:	13.8	14.4	12.6	11.1	12.3	12.3	15.5	15.5	9.8	19.1	19.1	19.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	14.4	12.6	11.1	12.3	12.3	15.5	15.5	9.8	19.1	19.1	19.1
LOS by Move:	B	B	B	B	B	B	C	C	A	C	C	C
ApproachDel:		13.5			12.0			14.3			19.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.5			12.0			14.3			19.1	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.5	0.6	0.5	0.1	0.3	0.3	0.8	0.8	0.1	1.3	1.3	1.3

Note: Queue reported is the number of cars per lane.

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

Intersection #5 N San Fernando Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	N San Fernando Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	57	961	143	45	413	41	73	71	28	117	82	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	961	143	45	413	41	73	71	28	117	82	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	961	143	45	413	41	73	71	28	117	82	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	961	143	45	413	41	73	71	28	117	82	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	961	143	45	413	41	73	71	28	117	82	95
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.43	0.41	0.16	1.00	0.46	0.54
Final Sat.:	1425	2850	1425	1425	2850	1425	605	588	232	1425	660	765
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.10	0.03	0.14	0.03	0.12	0.12	0.12	0.08	0.12	0.12
Crit Volume:		481			45				172	117		
Crit Moves:		****			****				****	****		

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

Intersection #6 N 3rd St & E Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	N 3rd St								E Burbank Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Permitted					Permitted					Permitted				
Rights:	Include					Include					Ovl					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0
Volume Module:																				
Base Vol:	422	414	0		0	180	130				192	0	689			0	0	0		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	422	414	0		0	180	130				192	0	689			0	0	0		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	422	414	0		0	180	130				192	0	689			0	0	0		
Reduct Vol:	0	0	0		0	0	0				0	0	0			0	0	0		
Reduced Vol:	422	414	0		0	180	130				192	0	689			0	0	0		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.10			1.00	1.00	1.00		
FinalVolume:	422	414	0		0	180	130				192	0	758			0	0	0		
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425		1425	1425	1425				1425	1425	1425			1425	1425	1425		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	1.00	0.00		0.00	0.58	0.42				1.00	0.00	2.00			0.00	0.00	0.00		
Final Sat.:	1425	1425	0		0	827	598				1425	0	2850			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.30	0.29	0.00		0.00	0.22	0.22				0.13	0.00	0.27			0.00	0.00	0.00		
Crit Volume:	422					310					192					0				
Crit Moves:	****					****					****									

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

Intersection #7 N San Fernando Blvd & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	C

Street Name:	N San Fernando Blvd						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 0	2	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	400	433	17	73	163	523	898	627	820	16	443	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	433	17	73	163	523	898	627	820	16	443	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	400	433	17	73	163	523	898	627	0	16	443	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	433	17	73	163	523	898	627	0	16	443	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	0.00	1.00	1.00	1.00
FinalVolume:	440	433	17	73	163	575	988	627	0	16	443	108
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.92	0.08	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	2646	104	1375	1375	2750	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.05	0.12	0.21	0.36	0.23	0.00	0.01	0.16	0.08
Crit Volume:	220				163		494				222	
Crit Moves:	****				****		****				****	

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

Intersection #8 I-5 NB Off-Ramps & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	I-5 NB Off-Ramps						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	2	0 0	0 0	0	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	755	10	598	0	0	0	440	1840	0	0	1262	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	755	10	598	0	0	0	440	1840	0	0	1262	373
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	755	10	598	0	0	0	440	1840	0	0	1262	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	755	10	598	0	0	0	440	1840	0	0	1262	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	831	10	658	0	0	0	484	1840	0	0	1262	373
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2816	34	2850	0	0	0	2850	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.23	0.00	0.00	0.00	0.17	0.43	0.00	0.00	0.30	0.26
Crit Volume:	420				0		242				421	
Crit Moves:	****						****				****	

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.992
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	1 1	0 1	1	0 0	3 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	308	0	42	575	40	373	0	2063	400	316	1713	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	0	42	575	40	373	0	2063	400	316	1713	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	0	42	575	40	373	0	2063	400	316	1713	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	0	42	575	40	373	0	2063	400	316	1713	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	308	0	42	633	40	410	0	2063	400	348	1713	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	2.00	0.18	1.82	0.00	3.35	0.65	2.00	3.00	0.00
Final Sat.:	1425	0	1425	2850	253	2597	0	4774	926	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.03	0.22	0.16	0.16	0.00	0.43	0.43	0.12	0.40	0.00
Crit Volume:	308			316				616		174		
Crit Moves:	****			****				****		****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	553	568	272	782	536	146	122	1465	360	342	1462	542
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	568	272	782	536	146	122	1465	360	342	1462	542
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	553	568	272	782	536	146	122	1465	360	342	1462	542
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	568	272	782	536	146	122	1465	360	342	1462	542
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	608	568	272	860	536	146	134	1465	360	376	1462	542
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.46	1.54	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3456	2154	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.19	0.25	0.25	0.10	0.05	0.35	0.26	0.13	0.35	0.39
Crit Volume:	304			349				488		188		
Crit Moves:	****			****				****		****		

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

Intersection #11 W Victory Blvd & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	W Victory Blvd						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	1	3 0	0 0	1	0 0	3 0	0	0 1	1 0	2
Volume Module:												
Base Vol:	0	0	2	991	0	5	0	973	0	1	825	1162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	991	0	5	0	973	0	1	825	1162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	2	991	0	5	0	973	0	1	825	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	991	0	5	0	973	0	1	825	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	2	1090	0	5	0	973	0	4	825	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	3.00	0.00	1.00	0.00	3.00	0.00	0.01	1.99	2.00
Final Sat.:	0	0	1454	4361	0	1454	0	4361	0	14	2893	2907
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.22	0.00	0.07	0.29	0.00
Crit Volume:			2	363			0				415	
Crit Moves:			****	****			****				****	

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

Intersection #12 N Glenoaks Blvd & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Street Name:	N Glenoaks Blvd						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	194	1224	49	86	1104	172	205	274	233	28	205	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1224	49	86	1104	172	205	274	233	28	205	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1224	49	86	1104	172	205	274	233	28	205	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1224	49	86	1104	172	205	274	233	28	205	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1224	49	86	1104	172	205	274	233	28	205	63
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.53	0.47
Final Sat.:	1496	2877	115	1496	2993	1496	1496	1496	1496	1496	2289	703
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.43	0.06	0.37	0.11	0.14	0.18	0.16	0.02	0.09	0.09
Crit Volume:	194				552		205					134
Crit Moves:	****				****		****					****

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

Intersection #13 N 1st St & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	D

Street Name:	N 1st St						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	241	397	139	134	425	288	385	800	391	95	556	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	397	139	134	425	288	385	800	391	95	556	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	397	139	134	425	288	385	800	391	95	556	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	397	139	134	425	288	385	800	391	95	556	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	397	139	134	425	288	385	800	391	95	556	121
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.34	0.66	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1847	903	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.10	0.10	0.15	0.21	0.28	0.43	0.43	0.07	0.20	0.09
Crit Volume:	241				213				596	95		
Crit Moves:	****				****				****	****		

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.019
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	228	893	210	292	971	170	165	1004	174	188	730	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	893	210	292	971	170	165	1004	174	188	730	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	893	210	292	971	170	165	1004	174	188	730	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	893	210	292	971	170	165	1004	174	188	730	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	893	210	292	971	170	165	1004	174	188	730	244
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.15	0.21	0.35	0.12	0.12	0.36	0.12	0.13	0.26	0.17
Crit Volume:		447		292				502		188		
Crit Moves:		****		****				****		****		

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

Intersection #15 Victory Blvd & W Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Victory Blvd						W Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	112	957	16	47	1087	56	86	103	198	17	108	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	957	16	47	1087	56	86	103	198	17	108	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	112	957	16	47	1087	56	86	103	198	17	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	957	16	47	1087	56	86	103	198	17	108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	112	957	16	47	1087	56	86	103	198	34	108	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.34	0.66	0.14	0.86	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	513	987	204	1296	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.01	0.03	0.36	0.04	0.06	0.20	0.20	0.08	0.08	0.00
Crit Volume:	112				543				301	17		
Crit Moves:	****				****				****	****		

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

Intersection #16 S Glenoaks Blvd & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	C

Street Name:	S Glenoaks Blvd						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	172	1132	71	103	1117	119	226	366	175	65	237	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	1132	71	103	1117	119	226	366	175	65	237	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	1132	71	103	1117	119	226	366	175	65	237	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1132	71	103	1117	119	226	366	175	65	237	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	1132	71	103	1117	119	226	366	175	65	237	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2229	658
Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.05	0.07	0.39	0.08	0.16	0.13	0.12	0.05	0.11	0.11
Crit Volume:	172				559		226					154
Crit Moves:	****				****		****					****

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

Intersection #17 South First Street & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	157	Level Of Service:	D

Street Name:	South First Street						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	206	419	68	68	383	161	503	863	266	61	549	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	419	68	68	383	161	503	863	266	61	549	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	419	68	68	383	161	503	863	266	61	549	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	419	68	68	383	161	503	863	266	61	549	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	419	68	68	383	161	503	863	266	61	549	129
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1375	2366	384	1375	2750	1375	1375	2102	648	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.18	0.05	0.14	0.12	0.37	0.41	0.41	0.04	0.20	0.09
Crit Volume:	206				192		503				275	
Crit Moves:	****				****		****				****	

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

Intersection #18 S Victory Blvd & W Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.008
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	S Victory Blvd						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	77	846	213	229	1020	228	215	1192	40	146	735	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	846	213	229	1020	228	215	1192	40	146	735	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	846	213	229	1020	228	215	1192	40	146	735	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	846	213	229	1020	228	215	1192	40	146	735	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	846	213	229	1020	228	215	1192	40	146	735	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2714	91	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.15	0.16	0.36	0.16	0.15	0.44	0.44	0.10	0.26	0.15
Crit Volume:		423			229			616			146	
Crit Moves:		****			****			****			****	

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

Intersection #19 S Glenoaks Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	S Glenoaks Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	124	1181	62	47	1160	110	114	211	147	47	136	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1181	62	47	1160	110	114	211	147	47	136	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1181	62	47	1160	110	114	211	147	47	136	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1181	62	47	1160	110	114	211	147	47	136	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1181	62	47	1160	110	114	211	147	47	136	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	0.59	0.41	0.21	0.59	0.20
Final Sat.:	1575	2993	157	1575	3150	1575	1575	928	647	323	935	316
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.39	0.03	0.37	0.07	0.07	0.23	0.23	0.15	0.15	0.15
Crit Volume:	124				580			358		47		
Crit Moves:	****				****			****		****		

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

Intersection #20 S San Fernando Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	S San Fernando Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	163	331	229	17	239	64	38	375	189	93	370	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	331	229	17	239	64	38	375	189	93	370	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	331	229	17	239	64	38	375	189	93	370	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	331	229	17	239	64	38	375	189	93	370	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	331	229	17	239	64	38	375	189	93	370	23
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	0.66	0.34	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1183	317	1500	997	503	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.15	0.01	0.20	0.20	0.03	0.38	0.38	0.06	0.25	0.02
Crit Volume:	163					303			564	93		
Crit Moves:	****					****			****	****		

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

Intersection #21 South Ikea Way & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	South Ikea Way						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	90	168	16	146	129	328	149	426	72	13	475	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	168	16	146	129	328	149	426	72	13	475	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	168	16	146	129	328	149	426	72	13	475	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	168	16	146	129	328	149	426	72	13	475	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	168	16	146	129	328	149	426	72	13	475	154
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1255	120	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.11	0.09	0.24	0.11	0.31	0.05	0.01	0.35	0.11
Crit Volume:		184		146			149				475	
Crit Moves:		****		****			****				****	

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

Intersection #22 S Front St & I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	S Front St						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	253	649	11	65	0	0	0	0	568	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	253	649	11	65	0	0	0	0	568	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	253	649	11	65	0	0	0	0	568	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	253	649	11	65	0	0	0	0	568	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	253	649	11	65	0	0	0	0	625	0	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.91	0.00	0.09
Final Sat.:	0	1500	1500	1500	3000	0	0	0	0	2871	0	129
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.43	0.01	0.02	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Volume:			649	11					0	326		
Crit Moves:			****	****						****		

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

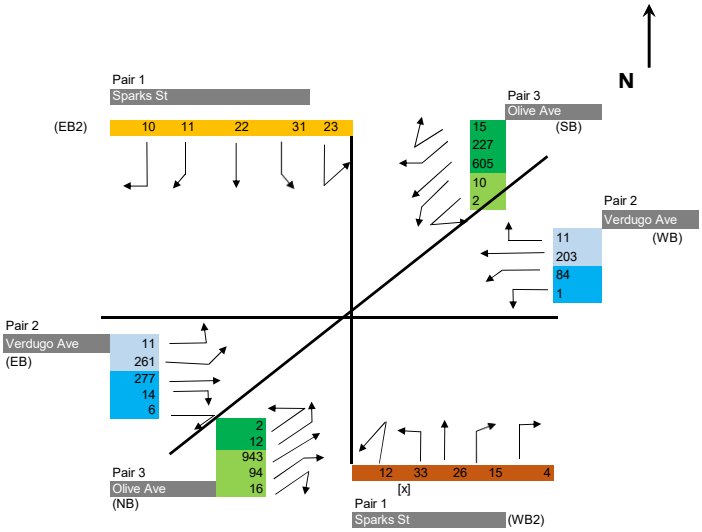
Intersection #23 South First Street/Ikea Way & E Angeleno Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	South First Street/Ikea Way						E Angeleno Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	149	381	50	94	539	81	213	312	78	47	118	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	381	50	94	539	81	213	312	78	47	118	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	381	50	94	539	81	213	312	78	47	118	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	381	50	94	539	81	213	312	78	47	118	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	381	50	94	539	81	213	312	78	47	118	113
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2652	348	1500	2608	392	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.06	0.21	0.21	0.14	0.21	0.05	0.03	0.08	0.08
Crit Volume:	149					310		312		47		
Crit Moves:	****					****		****		****		

Intersection 24 - Olive/Sparks & Verdugo

Future Base - PM Peak Hour



Capacity Per Lane
1444

Pair 1 Max **Sparks St**	SBT 22 / 1 **Sparks SB (EB2)**	+	SBR 21	+	SBL 54 / 1 **Sparks SB (EB2)**	=	**97**	or	NBT 26 / 1 **Sparks NB (WB2)**	+	NBR 19	+	NBL 45 / 1 **Sparks NB (WB2)**	=	90	
Critical Volume	=	**97**														
v/c	=	**0.067**														
Pair 2 Max **Verdugo Ave EB**	EBT 277 / 2 **Verdugo EB**	+	EBR* 14			=	146	or					EBL 272 / 1 **Verdugo EB**	=	**272**	
Critical Volume	=	**272**	*EBR to olive is excluded due to channelization													
v/c	=	**0.188**														
Pair 2 Max **Verdugo Ave WB**					WBL 85 / 1 **Verdugo WB**	=	85	or	WBT 203 / 1 **Verdugo WB**	+	WBR 11			=	**214**	
Critical Volume	=	**214**														
v/c	=	**0.148**														
Pair 4 Max **Olive Ave**	NBT 943 / 2 **Olive NB**	+	NBR 110	+	SBL 12 / 1 **Olive SB**	=	**539**	or	SBT 832 / 2 or	SBR 15 / 1 **Olive SB**	+	NBL 14 / 1 **Olive NB**		=	430	
Critical Volume	=	**539**														
v/c	=	**0.373**														

											Loss Time		**ATSA C Credit**			
V/C =	**0.067**	**+**	**0.188**	**+**	**0.148**	**+**	**0.373**	**+**	**0.000**	**-**	**0**	**=**	**0.777**			
LOS =	**C**															

FUTURE PLUS PROJECT

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

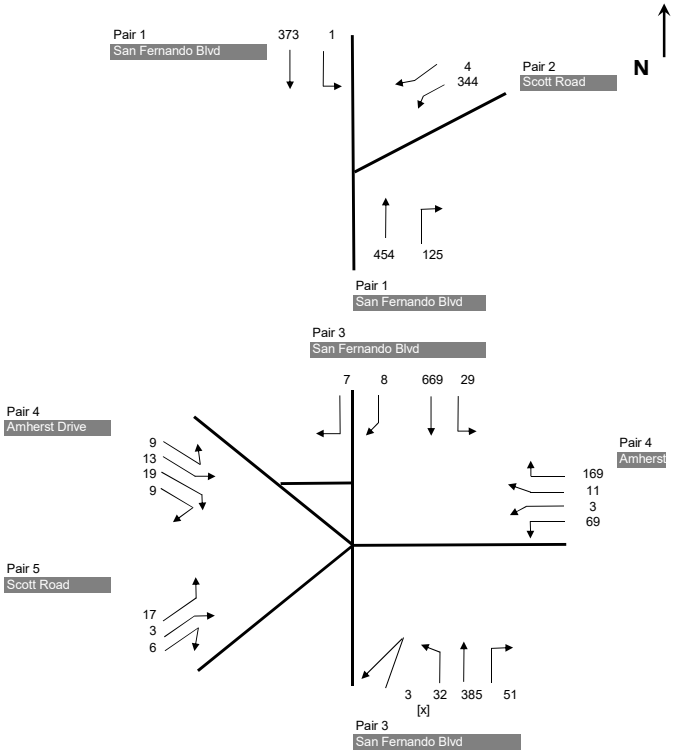
Intersection #1 N Glenoaks Blvd & Amherst Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	N Glenoaks Blvd						Amherst Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	107	691	12	21	1405	134	75	50	27	61	110	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	691	12	21	1405	134	75	50	27	61	110	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	691	12	21	1405	134	75	50	27	61	110	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	691	12	21	1405	134	75	50	27	61	110	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	691	12	21	1405	134	75	50	27	61	110	14
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	1496	2941	51	1496	2993	1496	1496	1496	1496	1496	1327	169
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.01	0.47	0.09	0.05	0.03	0.02	0.04	0.08	0.08
Crit Volume:	107				703		75					124
Crit Moves:	****				****		****					****

Intersection 2 - San Fernando Blvd/Amherst Drive/Scott Road

Future + Project Conditions - AM Peak Hour



Capacity Per Lane
1444

Pair 1 Max	SBT		SBR								NBT		NBR		SBL			
	373	+	0	=	187	or	**454**	+	**125**	+	**1**	=	**194**					
	2						**3**				**1**							
	San Fernando Blvd SB						San Fernando Blvd NB				San Fernando Blvd SB							
Critical Volume	=	**194**																
v/c	=	**0.134**																
Pair 3 Sum	WBL		WBR															
	344	+	**4**	=	**348**													
	1																	
	Scott Rd NB																	
Critical Volume	=	**348**																
v/c	=	**0.241**																
Pair 3 Max	SBT		SBR*		NBL						NBT		NBR		SBL			
	677	+	**0**	+	**35**	=	**374**	or	385	+	51	+	29	=	174			
	2				**1**				3				1					
	San Fernando Blvd SB				San Fernando Blvd NB				San Fernando Blvd NB				San Fernando Blvd SB					
Critical Volume	=	**374**	*SBR is excluded due to channelization															
v/c	=	**0.259**																
Pair 4 Max	EBT		EBR		WBL						WBT		WBR		EBL			
	13	+	28	+	72	=	77	or	**11**	+	**169**	+	**9**	=	**99**			
	1				2				**2**				**1**					
	Amherst Dr EB				Amherst Dr WB				Amherst Dr WB				Amherst Dr EB					
Critical Volume	=	**99**																
v/c	=	**0.069**																
Pair 5 Sum	EBL		EBT		EBR													
	17	+	**3**	+	**6**	=	**26**											
			1															
	Scott Rd NB																	
Critical Volume	=	**26**																
v/c	=	**0.018**																

	Pair 1		Pair 2		Pair 3		Pair 4		Pair 5		**Loss**		**ATS**		
V/C =	**0.134**	+	**0.241**	+	**0.259**	+	**0.069**	+	**0.018**	+	**0.000**	-	**0**	=	**0.721**

LOS = **C**

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

Intersection #3 N Glenoaks Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	N Glenoaks Blvd							Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1! 0 0 0 0 1! 0 0
Volume Module:													
Base Vol:	112	674	7	7	1330	118	91	64	111	23	83	5	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	112	674	7	7	1330	118	91	64	111	23	83	5	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	112	674	7	7	1330	118	91	64	111	23	83	5	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	112	674	7	7	1330	118	91	64	111	23	83	5	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	112	674	7	7	1330	118	91	64	111	23	83	5	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Lanes:	1.00	1.98	0.02	1.00	1.84	0.16	0.34	0.24	0.42	0.21	0.75	0.04	
Final Sat.:	1575	3118	32	1575	2893	257	539	379	657	326	1178	71	
Capacity Analysis Module:													
Vol/Sat:	0.07	0.22	0.22	0.00	0.46	0.46	0.17	0.17	0.17	0.07	0.07	0.07	
Crit Volume:	112				724				266	23			
Crit Moves:	****				****				****	****			

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 N 3rd St & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	N 3rd St						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1 0 1			1 0 0 1 0			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	110	122	165	11	151	32	7	120	57	118	167	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	122	165	11	151	32	7	120	57	118	167	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	122	165	11	151	32	7	120	57	118	167	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	122	165	11	151	32	7	120	57	118	167	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	122	165	11	151	32	7	120	57	118	167	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.06	0.94	1.00	0.41	0.57	0.02
Final Sat.:	487	522	581	479	433	92	28	480	564	218	308	11
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.28	0.02	0.35	0.35	0.25	0.25	0.10	0.54	0.54	0.54
Crit Moves:			****		****		****				****	
Delay/Veh:	11.8	11.2	10.8	9.9	12.2	12.2	11.4	11.4	9.2	16.3	16.3	16.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.2	10.8	9.9	12.2	12.2	11.4	11.4	9.2	16.3	16.3	16.3
LOS by Move:	B	B	B	A	B	B	B	B	A	C	C	C
ApproachDel:	11.2			12.1			10.7			16.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			12.1			10.7			16.3		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.3	0.3	0.4	0.0	0.5	0.5	0.3	0.3	0.1	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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

Intersection #5 N San Fernando Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	N San Fernando Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	21	465	112	40	756	24	22	19	22	137	33	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	465	112	40	756	24	22	19	22	137	33	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	465	112	40	756	24	22	19	22	137	33	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	465	112	40	756	24	22	19	22	137	33	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	465	112	40	756	24	22	19	22	137	33	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.35	0.30	0.35	1.00	0.33	0.67
Final Sat.:	1425	2850	1425	1425	2850	1425	498	430	498	1425	470	955
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.08	0.03	0.27	0.02	0.04	0.04	0.04	0.10	0.07	0.07
Crit Volume:	21				378			63		137		
Crit Moves:	****				****			****		****		

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

Intersection #6 N 3rd St & E Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	N 3rd St						E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	374	257	0	0	160	186	180	0	500	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	257	0	0	160	186	180	0	500	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	257	0	0	160	186	180	0	500	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	257	0	0	160	186	180	0	500	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
FinalVolume:	374	257	0	0	160	186	180	0	550	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.46	0.54	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	659	766	1425	0	2850	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.18	0.00	0.00	0.24	0.24	0.13	0.00	0.19	0.00	0.00	0.00
Crit Volume:	374					346	180				0	
Crit Moves:	****					****	****					

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

Intersection #7 N San Fernando Blvd & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	B

Street Name:	N San Fernando Blvd						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 0	2	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	229	139	8	78	247	789	618	595	344	43	489	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	139	8	78	247	789	618	595	344	43	489	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	229	139	8	78	247	789	618	595	0	43	489	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	139	8	78	247	789	618	595	0	43	489	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	0.00	1.00	1.00	1.00
FinalVolume:	252	139	8	78	247	868	680	595	0	43	489	107
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.89	0.11	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	2600	150	1375	1375	2750	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.06	0.18	0.32	0.25	0.22	0.00	0.03	0.18	0.08
Crit Volume:	126				247		340				245	
Crit Moves:	****				****		****				****	

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

Intersection #8 I-5 NB Off-Ramps & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	I-5 NB Off-Ramps						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	2	0 0	0 0	0	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	1004	10	379	0	0	0	123	1165	0	0	1281	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1004	10	379	0	0	0	123	1165	0	0	1281	196
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1004	10	379	0	0	0	123	1165	0	0	1281	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1004	10	379	0	0	0	123	1165	0	0	1281	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1104	10	417	0	0	0	135	1165	0	0	1281	196
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2824	26	2850	0	0	0	2850	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.15	0.00	0.00	0.00	0.05	0.27	0.00	0.00	0.30	0.14
Crit Volume:	557			0			68			427		
Crit Moves:	****						****			****		

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.140
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	1 1	0 1	1	0 0	3 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	331	0	72	280	114	326	0	1591	729	670	1837	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	0	72	280	114	326	0	1591	729	670	1837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	0	72	280	114	326	0	1591	729	670	1837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	0	72	280	114	326	0	1591	729	670	1837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	331	0	72	308	114	359	0	1591	729	737	1837	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.57	0.58	1.85	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1425	0	1425	2244	832	2625	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.05	0.14	0.14	0.14	0.00	0.37	0.51	0.26	0.43	0.00
Crit Volume:	331			196					729	369		
Crit Moves:	****			****					****	****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	177	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	269	283	159	601	558	58	45	1491	446	495	1329	604
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	283	159	601	558	58	45	1491	446	495	1329	604
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	283	159	601	558	58	45	1491	446	495	1329	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	283	159	601	558	58	45	1491	446	495	1329	604
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	296	283	159	661	558	58	50	1491	446	545	1329	604
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.17	1.83	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3042	2568	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.11	0.22	0.22	0.04	0.02	0.35	0.32	0.19	0.32	0.43
Crit Volume:	148			305				497		272		
Crit Moves:	****			****				****		****		

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

Intersection #11 W Victory Blvd & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	W Victory Blvd						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	1	3 0	0 0	1	0 0	2 1	0	0 0	2 0	2
Volume Module:												
Base Vol:	0	0	8	1152	0	13	0	873	8	0	746	807
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	8	1152	0	13	0	873	8	0	746	807
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	8	1152	0	13	0	873	8	0	746	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	8	1152	0	13	0	873	8	0	746	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	8	1267	0	13	0	873	8	0	746	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	3.00	0.00	1.00	0.00	2.97	0.03	0.00	2.00	2.00
Final Sat.:	0	0	1454	4361	0	1454	0	4321	40	0	2907	2907
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.29	0.00	0.01	0.00	0.20	0.20	0.00	0.26	0.00
Crit Volume:			8	422			0				373	
Crit Moves:			****	****			****				****	

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

Intersection #12 N Glenoaks Blvd & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	N Glenoaks Blvd						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	147	691	20	41	1224	215	88	139	121	71	342	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	691	20	41	1224	215	88	139	121	71	342	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	691	20	41	1224	215	88	139	121	71	342	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	691	20	41	1224	215	88	139	121	71	342	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	691	20	41	1224	215	88	139	121	71	342	51
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.74	0.26
Final Sat.:	1496	2908	84	1496	2993	1496	1496	1496	1496	1496	2604	388
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.03	0.41	0.14	0.06	0.09	0.08	0.05	0.13	0.13
Crit Volume:	147				612		88					197
Crit Moves:	****				****		****					****

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

Intersection #13 N 1st St & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	N 1st St						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	188	130	48	39	270	303	143	447	205	48	662	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	130	48	39	270	303	143	447	205	48	662	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	130	48	39	270	303	143	447	205	48	662	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	130	48	39	270	303	143	447	205	48	662	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	130	48	39	270	303	143	447	205	48	662	23
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1885	865	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.03	0.03	0.10	0.22	0.10	0.24	0.24	0.03	0.24	0.02
Crit Volume:	188					303	0				331	
Crit Moves:	****					****	****				****	

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	152	535	136	226	1070	135	118	603	221	293	636	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	535	136	226	1070	135	118	603	221	293	636	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	535	136	226	1070	135	118	603	221	293	636	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	535	136	226	1070	135	118	603	221	293	636	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	535	136	226	1070	135	118	603	221	293	636	153
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.10	0.16	0.38	0.10	0.08	0.21	0.16	0.21	0.23	0.11
Crit Volume:	152				535			302		293		
Crit Moves:	****				****			****		****		

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

Intersection #15 Victory Blvd & W Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Victory Blvd						W Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	74	563	14	39	1170	69	98	120	196	37	101	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	563	14	39	1170	69	98	120	196	37	101	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	74	563	14	39	1170	69	98	120	196	37	101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	563	14	39	1170	69	98	120	196	37	101	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	74	563	14	39	1170	69	98	120	196	74	101	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.38	0.62	0.27	0.73	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	570	930	402	1098	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.01	0.03	0.39	0.05	0.07	0.21	0.21	0.09	0.09	0.00
Crit Volume:	74				585			316		37		
Crit Moves:	****				****			****		****		

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

Intersection #16 S Glenoaks Blvd & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	S Glenoaks Blvd						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	172	677	34	55	1116	199	106	135	91	128	471	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	677	34	55	1116	199	106	135	91	128	471	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	677	34	55	1116	199	106	135	91	128	471	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	677	34	55	1116	199	106	135	91	128	471	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	677	34	55	1116	199	106	135	91	128	471	48
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2620	267
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.02	0.04	0.39	0.14	0.07	0.05	0.06	0.09	0.18	0.18
Crit Volume:	172				558		106					260
Crit Moves:	****				****		****					****

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

Intersection #17 South First Street & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

Street Name:	South First Street						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	248	173	52	59	244	135	166	441	135	45	790	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	173	52	59	244	135	166	441	135	45	790	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	173	52	59	244	135	166	441	135	45	790	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	173	52	59	244	135	166	441	135	45	790	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	173	52	59	244	135	166	441	135	45	790	86
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1375	2114	636	1375	2750	1375	1375	2105	645	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.08	0.08	0.04	0.09	0.10	0.12	0.21	0.21	0.03	0.29	0.06
Crit Volume:	248				122		166				395	
Crit Moves:	****				****		****				****	

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

Intersection #18 S Victory Blvd & W Olive Ave

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

Street Name:	S Victory Blvd						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	107	547	122	196	1104	305	181	565	51	141	866	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	547	122	196	1104	305	181	565	51	141	866	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	547	122	196	1104	305	181	565	51	141	866	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	547	122	196	1104	305	181	565	51	141	866	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	547	122	196	1104	305	181	565	51	141	866	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2573	232	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.14	0.39	0.22	0.13	0.22	0.22	0.10	0.31	0.08
Crit Volume:	107				552		181				433	
Crit Moves:	****				****		****				****	

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

Intersection #19 S Glenoaks Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	S Glenoaks Blvd							E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	117	731	15	37	1079	215	54	97	73	56	308	41	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	117	731	15	37	1079	215	54	97	73	56	308	41	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	117	731	15	37	1079	215	54	97	73	56	308	41	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	117	731	15	37	1079	215	54	97	73	56	308	41	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	117	731	15	37	1079	215	54	97	73	56	308	41	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	0.57	0.43	0.14	0.76	0.10	
Final Sat.:	1575	3087	63	1575	3150	1575	1575	899	676	218	1198	159	
Capacity Analysis Module:													
Vol/Sat:	0.07	0.24	0.24	0.02	0.34	0.14	0.03	0.11	0.11	0.26	0.26	0.26	
Crit Volume:	117				539		54					405	
Crit Moves:	****				****		****					****	

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

Intersection #20 S San Fernando Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	S San Fernando Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	123	153	100	13	194	42	19	173	146	95	613	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	153	100	13	194	42	19	173	146	95	613	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	153	100	13	194	42	19	173	146	95	613	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	153	100	13	194	42	19	173	146	95	613	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	153	100	13	194	42	19	173	146	95	613	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1233	267	1500	813	687	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.07	0.01	0.16	0.16	0.01	0.21	0.21	0.06	0.41	0.01
Crit Volume:	123					236	19				613	
Crit Moves:	****					****	****				****	

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

Intersection #21 South Ikea Way & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	South Ikea Way						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	14	21	6	139	58	193	88	278	33	5	640	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	21	6	139	58	193	88	278	33	5	640	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	21	6	139	58	193	88	278	33	5	640	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	21	6	139	58	193	88	278	33	5	640	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	21	6	139	58	193	88	278	33	5	640	126
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1069	306	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.10	0.04	0.14	0.06	0.20	0.02	0.00	0.47	0.09
Crit Volume:		27		139			88				640	
Crit Moves:		****		****			****				****	

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

Intersection #22 S Front St & I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	S Front St						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	231	622	28	62	0	0	0	0	344	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	231	622	28	62	0	0	0	0	344	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	231	622	28	62	0	0	0	0	344	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	231	622	28	62	0	0	0	0	344	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	231	622	28	62	0	0	0	0	378	0	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.88	0.00	0.12
Final Sat.:	0	1500	1500	1500	3000	0	0	0	0	2814	0	186
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.41	0.02	0.02	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Volume:			622	28					0	202		
Crit Moves:			****	****						****		

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

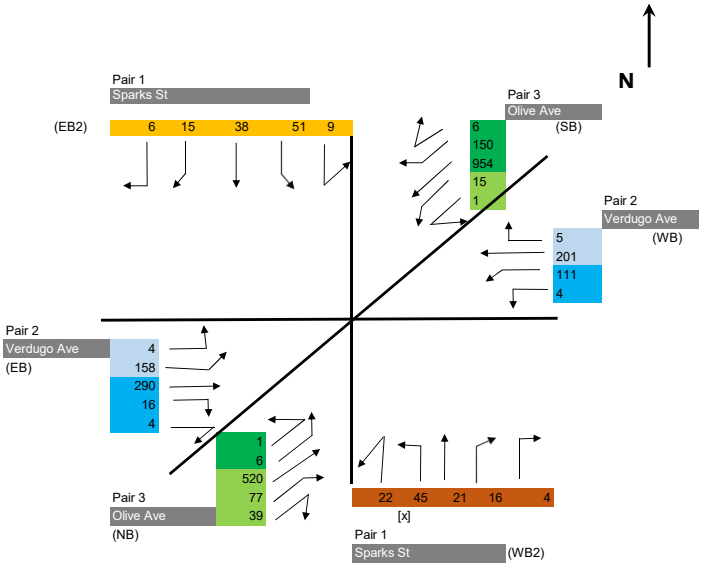
Intersection #23 South First Street/Ikea Way & E Angeleno Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	South First Street/Ikea Way						E Angeleno Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	104	182	16	45	332	27	222	275	110	22	99	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	182	16	45	332	27	222	275	110	22	99	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	182	16	45	332	27	222	275	110	22	99	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	182	16	45	332	27	222	275	110	22	99	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	182	16	45	332	27	222	275	110	22	99	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2758	242	1500	2774	226	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.12	0.12	0.15	0.18	0.07	0.01	0.07	0.04
Crit Volume:	104					180	222				99	
Crit Moves:	****					****	****				****	

Intersection 24 - Olive/Sparks & Verdugo

Future + Project Conditions - AM Peak Hour



Capacity Per Lane
1444

Pair 1 Max **Sparks St**	SBT 38 / 1 **Sparks SB (EB2)**	+	SBR 21	+	SBL 60 / 1 **Sparks SB (EB2)**	=	**119**	or	NBT 21 / 1 **Sparks NB (WB2)**	+	NBR 20	+	NBL 67 / 1 **Sparks NB (WB2)**	=	108			
Critical Volume	=	**119**																
v/c	=	**0.082**																
Pair 2 Max **Verdugo Ave EB**	EBT 290 / 2 **Verdugo EB**	+	EBR* 16			=	153	or					EBL 162 / 1 **Verdugo EB**	=	**162**			
Critical Volume	=	**162**	*EBR to olive is excluded due to channelization															
v/c	=	**0.112**																
Pair 2 Max **Verdugo Ave WB**					WBL 115 / 1 **Verdugo WB**	=	115	or	WBT 201 / 1 **Verdugo WB**	+	WBR 5			=	**206**			
Critical Volume	=	**206**																
v/c	=	**0.143**																
Pair 4 Max **Olive Ave**	NBT 520 / 2 **Olive NB**	+	NBR 116	+	SBL 16 / 1 **Olive SB**	=	334	or	SBT 1104 / 2 **Olive SB**	or	SBR 6 / 1 **Olive SB**	+	NBL 7 / 1 **Olive NB**	=	**559**			
Critical Volume	=	**559**																
v/c	=	**0.387**																

											Loss Time		**ATSA C Credit**				
V/C =	**0.082**	**+**	**0.112**	**+**	**0.143**	**+**	**0.387**	**+**	**0.000**	**-**	**0**	**=**	**0.724**				
LOS =	**C**																

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

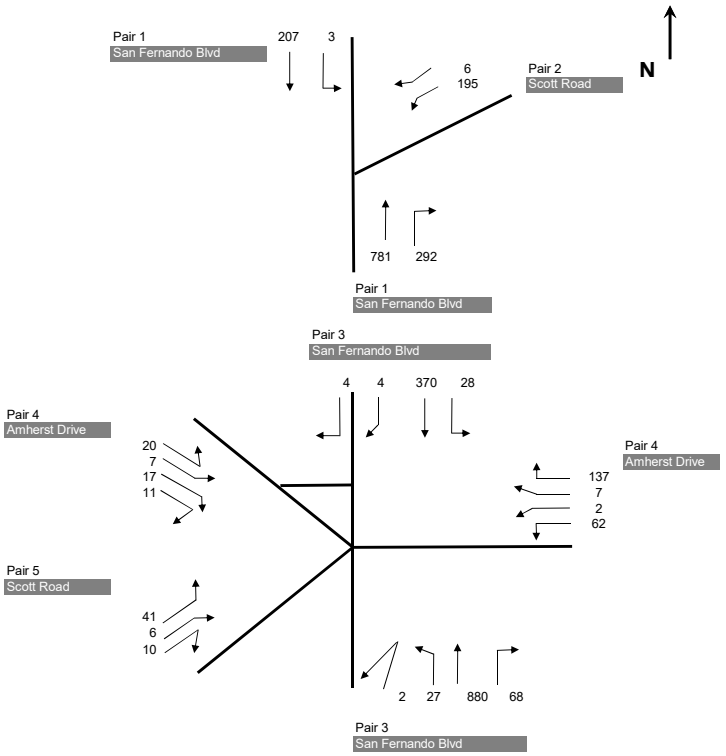
Intersection #1 N Glenoaks Blvd & Amherst Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	N Glenoaks Blvd						Amherst Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	120	1226	19	12	1248	95	135	66	42	25	39	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1226	19	12	1248	95	135	66	42	25	39	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1226	19	12	1248	95	135	66	42	25	39	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1226	19	12	1248	95	135	66	42	25	39	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1226	19	12	1248	95	135	66	42	25	39	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1496	2947	46	1496	2993	1496	1496	1496	1496	1496	1269	228
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.01	0.42	0.06	0.09	0.04	0.03	0.02	0.03	0.03
Crit Volume:	120				624		135				46	
Crit Moves:	****				****		****				****	

Intersection 2 - San Fernando Blvd/Amherst Drive/Scott Road

Future + Project Conditions - PM Peak Hour



Capacity Per Lane
1444

Pair 1 Max { SBT 207 + SBR 0 / 2 (San Fernando Blvd SB) = 104 } or { NBT 781 + NBR 292 / 3 (San Fernando Blvd NB) + SBL 3 / 1 (San Fernando Blvd SB) = 361 }

Critical Volume = **361**
v/c = **0.250**

Pair 3 Sum { WBL 195 + WBR 6 / 1 (Scott Rd NB) = 201 }

Critical Volume = **201**
v/c = **0.139**

Pair 3 Max { SBT 374 + SBR* 0 / 2 (San Fernando Blvd SB) + NBL 29 / 1 (San Fernando Blvd NB) = 216 } or { NBT 880 + NBR 68 / 3 (San Fernando Blvd NB) + SBL 28 / 1 (San Fernando Blvd SB) = 344 }

Critical Volume = **344**
v/c = **0.238**

*SBR is excluded due to channelization

Pair 4 Max { EBT 7 + EBR 28 / 1 (Amherst Dr EB) + WBL 64 / 2 (Amherst Dr WB) = 67 } or { WBT 7 + WBR 137 / 2 (Amherst Dr WB) + EBL 20 / 1 (Amherst Dr EB) = 92 }

Critical Volume = **92**
v/c = **0.064**

Pair 5 Sum { EBL 41 + EBT 6 + EBR 10 / 1 (Scott Rd NB) = 57 }

Critical Volume = **57**
v/c = **0.039**

	Pair 1		Pair 2		Pair 3		Pair 4		Pair 5		Loss		ATSA		
V/C =	**0.250**	+	**0.139**	+	**0.238**	+	**0.064**	+	**0.039**	+	**0.000**	-	**0**	=	**0.730**

LOS = C

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

Intersection #3 N Glenoaks Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	N Glenoaks Blvd							Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	194	1106	9	7	1059	141	183	70	161	10	41	2	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	194	1106	9	7	1059	141	183	70	161	10	41	2	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	194	1106	9	7	1059	141	183	70	161	10	41	2	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	194	1106	9	7	1059	141	183	70	161	10	41	2	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	194	1106	9	7	1059	141	183	70	161	10	41	2	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Lanes:	1.00	1.98	0.02	1.00	1.76	0.24	0.44	0.17	0.39	0.19	0.77	0.04	
Final Sat.:	1575	3125	25	1575	2780	370	696	266	613	297	1218	59	
Capacity Analysis Module:													
Vol/Sat:	0.12	0.35	0.35	0.00	0.38	0.38	0.26	0.26	0.26	0.03	0.03	0.03	
Crit Volume:	194				600				414	10			
Crit Moves:	****				****				****	****			

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 N 3rd St & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	0	Average Delay (sec/veh):	15.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	N 3rd St						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 0	1 0		0 1 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	156	207	210	31	104	22	21	207	57	112	181	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	207	210	31	104	22	21	207	57	112	181	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	207	210	31	104	22	21	207	57	112	181	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	207	210	31	104	22	21	207	57	112	181	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	207	210	31	104	22	21	207	57	112	181	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.09	0.91	1.00	0.37	0.60	0.03
Final Sat.:	464	497	550	427	382	81	45	439	534	185	299	17
Capacity Analysis Module:												
Vol/Sat:	0.34	0.42	0.38	0.07	0.27	0.27	0.47	0.47	0.11	0.61	0.61	0.61
Crit Moves:		****			****		****					****
Delay/Veh:	13.8	14.4	12.7	11.1	12.3	12.3	15.5	15.5	9.8	19.5	19.5	19.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	14.4	12.7	11.1	12.3	12.3	15.5	15.5	9.8	19.5	19.5	19.5
LOS by Move:	B	B	B	B	B	B	C	C	A	C	C	C
ApproachDel:		13.6			12.1			14.4			19.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			12.1			14.4			19.5	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.5	0.6	0.6	0.1	0.3	0.3	0.8	0.8	0.1	1.3	1.3	1.3

Note: Queue reported is the number of cars per lane.

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

Intersection #5 N San Fernando Blvd & Delaware Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	N San Fernando Blvd						Delaware Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	57	966	143	45	420	41	73	71	28	117	82	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	966	143	45	420	41	73	71	28	117	82	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	966	143	45	420	41	73	71	28	117	82	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	966	143	45	420	41	73	71	28	117	82	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	966	143	45	420	41	73	71	28	117	82	95
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.43	0.41	0.16	1.00	0.46	0.54
Final Sat.:	1425	2850	1425	1425	2850	1425	605	588	232	1425	660	765
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.10	0.03	0.15	0.03	0.12	0.12	0.12	0.08	0.12	0.12
Crit Volume:		483			45				172	117		
Crit Moves:		****			****				****	****		

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

Intersection #6 N 3rd St & E Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	N 3rd St							E Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Permitted			Permitted			Permitted			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0
Volume Module:													
Base Vol:	431	414	0	0	180	135	195	0	696	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	431	414	0	0	180	135	195	0	696	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	431	414	0	0	180	135	195	0	696	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	431	414	0	0	180	135	195	0	696	0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	
FinalVolume:	431	414	0	0	180	135	195	0	766	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00	0.00	0.57	0.43	1.00	0.00	2.00	0.00	0.00	0.00	
Final Sat.:	1425	1425	0	0	814	611	1425	0	2850	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.30	0.29	0.00	0.00	0.22	0.22	0.14	0.00	0.27	0.00	0.00	0.00	
Crit Volume:	431				315		195				0		
Crit Moves:	****				****		****						

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

Intersection #7 N San Fernando Blvd & Burbank Blvd

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

Street Name:	N San Fernando Blvd						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	1 0	1 0	2	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	405	433	17	73	163	530	903	637	823	16	457	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	405	433	17	73	163	530	903	637	823	16	457	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	405	433	17	73	163	530	903	637	0	16	457	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	433	17	73	163	530	903	637	0	16	457	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.10	1.10	1.00	0.00	1.00	1.00	1.00
FinalVolume:	446	433	17	73	163	583	993	637	0	16	457	108
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.92	0.08	1.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	2646	104	1375	1375	2750	2750	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.05	0.12	0.21	0.36	0.23	0.00	0.01	0.17	0.08
Crit Volume:	223				163		497				229	
Crit Moves:	****				****		****				****	

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

Intersection #8 I-5 NB Off-Ramps & Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

Street Name:	I-5 NB Off-Ramps						Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	2	0 0	0 0	0	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	789	10	598	0	0	0	452	1859	0	0	1287	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	789	10	598	0	0	0	452	1859	0	0	1287	373
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	789	10	598	0	0	0	452	1859	0	0	1287	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	789	10	598	0	0	0	452	1859	0	0	1287	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	868	10	658	0	0	0	497	1859	0	0	1287	373
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.02	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2818	32	2850	0	0	0	2850	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.23	0.00	0.00	0.00	0.17	0.43	0.00	0.00	0.30	0.26
Crit Volume:	439			0			249			429		
Crit Moves:	****						****			****		

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.092
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	1 1	0 1	1	0 0	3 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	391	0	99	575	56	373	0	2063	508	375	1713	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	0	99	575	56	373	0	2063	508	375	1713	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	0	99	575	56	373	0	2063	508	375	1713	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	0	99	575	56	373	0	2063	508	375	1713	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	391	0	99	633	56	410	0	2063	508	413	1713	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	2.00	0.24	1.76	0.00	3.21	0.79	2.00	3.00	0.00
Final Sat.:	1425	0	1425	2850	342	2508	0	4574	1126	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.07	0.22	0.16	0.16	0.00	0.45	0.45	0.14	0.40	0.00
Crit Volume:	391			316				643		206		
Crit Moves:	****			****				****		****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	553	568	326	793	536	146	122	1508	360	383	1495	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	568	326	793	536	146	122	1508	360	383	1495	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	553	568	326	793	536	146	122	1508	360	383	1495	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	568	326	793	536	146	122	1508	360	383	1495	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	608	568	326	872	536	146	134	1508	360	421	1495	551
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.48	1.52	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3475	2135	1403	2805	4208	1403	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.23	0.25	0.25	0.10	0.05	0.36	0.26	0.15	0.36	0.39
Crit Volume:	304				352			503		211		
Crit Moves:	****				****			****		****		

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

Intersection #11 W Victory Blvd & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	W Victory Blvd						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	1	3 0	0 0	1	0 0	3 0	0	0 1	1 0	2
Volume Module:												
Base Vol:	0	0	2	1005	0	5	0	1002	0	1	847	1172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	1005	0	5	0	1002	0	1	847	1172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	2	1005	0	5	0	1002	0	1	847	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	1005	0	5	0	1002	0	1	847	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	6.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	2	1106	0	5	0	1002	0	6	847	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	0.00	0.00	1.00	3.00	0.00	1.00	0.00	3.00	0.00	0.01	1.99	2.00
Final Sat.:	0	0	1454	4361	0	1454	0	4361	0	21	2886	2907
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.23	0.00	0.05	0.29	0.00
Crit Volume:			2	368			0				427	
Crit Moves:			****	****			****				****	

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

Intersection #12 N Glenoaks Blvd & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Street Name:	N Glenoaks Blvd						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	194	1231	49	88	1109	172	205	274	233	28	205	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1231	49	88	1109	172	205	274	233	28	205	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1231	49	88	1109	172	205	274	233	28	205	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1231	49	88	1109	172	205	274	233	28	205	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1231	49	88	1109	172	205	274	233	28	205	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.52	0.48
Final Sat.:	1496	2878	115	1496	2993	1496	1496	1496	1496	1496	2272	720
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.43	0.06	0.37	0.11	0.14	0.18	0.16	0.02	0.09	0.09
Crit Volume:	194				555		205				135	
Crit Moves:	****				****		****				****	

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

Intersection #13 N 1st St & E Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	Level Of Service:	D

Street Name:	N 1st St						E Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	241	402	139	134	428	288	385	800	391	95	556	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	402	139	134	428	288	385	800	391	95	556	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	402	139	134	428	288	385	800	391	95	556	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	402	139	134	428	288	385	800	391	95	556	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	402	139	134	428	288	385	800	391	95	556	121
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.34	0.66	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1847	903	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.10	0.10	0.16	0.21	0.28	0.43	0.43	0.07	0.20	0.09
Crit Volume:	241				214				596	95		
Crit Moves:	****				****				****	****		

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.034
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	228	936	210	292	1004	179	176	1004	174	188	730	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	936	210	292	1004	179	176	1004	174	188	730	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	936	210	292	1004	179	176	1004	174	188	730	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	936	210	292	1004	179	176	1004	174	188	730	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	936	210	292	1004	179	176	1004	174	188	730	244
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.16	0.33	0.15	0.21	0.36	0.13	0.13	0.36	0.12	0.13	0.26	0.17
Crit Volume:		468		292				502		188		
Crit Moves:		****		****				****		****		

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

Intersection #15 Victory Blvd & W Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Victory Blvd						W Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	112	966	16	47	1094	56	86	103	198	17	108	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	966	16	47	1094	56	86	103	198	17	108	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	112	966	16	47	1094	56	86	103	198	17	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	966	16	47	1094	56	86	103	198	17	108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	112	966	16	47	1094	56	86	103	198	34	108	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.34	0.66	0.14	0.86	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	513	987	204	1296	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.01	0.03	0.36	0.04	0.06	0.20	0.20	0.08	0.08	0.00
Crit Volume:	112				547				301	17		
Crit Moves:	****				****				****	****		

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

Intersection #16 S Glenoaks Blvd & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	C

Street Name:	S Glenoaks Blvd						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	172	1137	71	105	1120	119	226	366	175	65	237	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	1137	71	105	1120	119	226	366	175	65	237	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	1137	71	105	1120	119	226	366	175	65	237	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1137	71	105	1120	119	226	366	175	65	237	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	1137	71	105	1120	119	226	366	175	65	237	72
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2215	673
Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.05	0.07	0.39	0.08	0.16	0.13	0.12	0.05	0.11	0.11
Crit Volume:	172				560		226					155
Crit Moves:	****				****		****					****

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

Intersection #17 South First Street & E Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	157	Level Of Service:	D

Street Name:	South First Street						E Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	206	419	68	71	383	161	503	863	266	61	549	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	419	68	71	383	161	503	863	266	61	549	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	419	68	71	383	161	503	863	266	61	549	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	419	68	71	383	161	503	863	266	61	549	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	419	68	71	383	161	503	863	266	61	549	134
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1375	2366	384	1375	2750	1375	1375	2102	648	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.18	0.05	0.14	0.12	0.37	0.41	0.41	0.04	0.20	0.10
Crit Volume:	206				192		503				275	
Crit Moves:	****				****		****				****	

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

Intersection #18 S Victory Blvd & W Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	S Victory Blvd						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	77	855	213	229	1027	254	249	1192	40	146	735	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	855	213	229	1027	254	249	1192	40	146	735	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	855	213	229	1027	254	249	1192	40	146	735	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	855	213	229	1027	254	249	1192	40	146	735	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	855	213	229	1027	254	249	1192	40	146	735	210
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1403	2805	1403	1403	2805	1403	1403	2714	91	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.15	0.16	0.37	0.18	0.18	0.44	0.44	0.10	0.26	0.15
Crit Volume:		428			229			616			146	
Crit Moves:		****			****			****			****	

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

Intersection #19 S Glenoaks Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	S Glenoaks Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2 0	1	1 0	0	1 0	0 0	1! 0	0
Volume Module:												
Base Vol:	131	1186	62	47	1163	110	114	211	152	47	136	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1186	62	47	1163	110	114	211	152	47	136	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1186	62	47	1163	110	114	211	152	47	136	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1186	62	47	1163	110	114	211	152	47	136	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	1186	62	47	1163	110	114	211	152	47	136	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	0.58	0.42	0.21	0.59	0.20
Final Sat.:	1575	2994	156	1575	3150	1575	1575	915	660	323	935	316
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.40	0.03	0.37	0.07	0.07	0.23	0.23	0.15	0.15	0.15
Crit Volume:	131				582				363	47		
Crit Moves:	****				****				****	****		

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

Intersection #20 S San Fernando Blvd & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	S San Fernando Blvd						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	170	336	229	17	242	64	38	380	194	93	377	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	336	229	17	242	64	38	380	194	93	377	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	336	229	17	242	64	38	380	194	93	377	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	336	229	17	242	64	38	380	194	93	377	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	336	229	17	242	64	38	380	194	93	377	23
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	0.66	0.34	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1186	314	1500	993	507	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.15	0.01	0.20	0.20	0.03	0.38	0.38	0.06	0.25	0.02
Crit Volume:	170					306			574	93		
Crit Moves:	****					****			****	****		

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

Intersection #21 South Ikea Way & E Verdugo Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	South Ikea Way						E Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Permitted			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	90	168	16	146	129	357	149	436	72	13	489	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	168	16	146	129	357	149	436	72	13	489	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	168	16	146	129	357	149	436	72	13	489	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	168	16	146	129	357	149	436	72	13	489	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	168	16	146	129	357	149	436	72	13	489	154
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1255	120	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.11	0.09	0.26	0.11	0.32	0.05	0.01	0.36	0.11
Crit Volume:		184		146			149				489	
Crit Moves:		****		****			****				****	

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

Intersection #22 S Front St & I-5 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	S Front St						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	296	649	33	75	0	0	0	0	568	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	296	649	33	75	0	0	0	0	568	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	296	649	33	75	0	0	0	0	568	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	296	649	33	75	0	0	0	0	568	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	296	649	33	75	0	0	0	0	625	0	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.91	0.00	0.09
Final Sat.:	0	1500	1500	1500	3000	0	0	0	0	2871	0	129
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.43	0.02	0.03	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Volume:			649	33					0	326		
Crit Moves:			****	****						****		

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

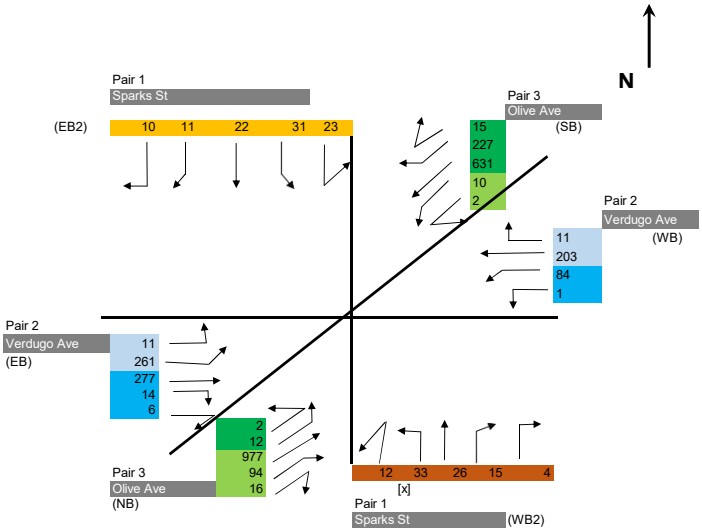
Intersection #23 South First Street/Ikea Way & E Angeleno Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	South First Street/Ikea Way						E Angeleno Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	149	381	50	94	539	81	213	312	107	47	118	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	381	50	94	539	81	213	312	107	47	118	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	381	50	94	539	81	213	312	107	47	118	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	381	50	94	539	81	213	312	107	47	118	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	381	50	94	539	81	213	312	107	47	118	113
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	2652	348	1500	2608	392	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.06	0.21	0.21	0.14	0.21	0.07	0.03	0.08	0.08
Crit Volume:	149					310		312		47		
Crit Moves:	****					****		****		****		

Intersection 24 - Olive/Sparks & Verdugo

Future + Project Conditions - PM Peak Hour



Capacity Per Lane
1444

Pair 1 Max **Sparks St**	SBT 22 / 1 **Sparks SB (EB2)**	+	SBR 21	+	SBL 54 / 1 **Sparks SB (EB2)**	=	**97**	or	NBT 26 / 1 **Sparks NB (WB2)**	+	NBR 19	+	NBL 45 / 1 **Sparks NB (WB2)**	=	90	
Critical Volume	=	**97**														
v/c	=	**0.067**														
Pair 2 Max **Verdugo Ave EB**	EBT 277 / 2 **Verdugo EB**	+	EBR* 14			=	146	or					EBL 272 / 1 **Verdugo EB**	=	**272**	
Critical Volume	=	**272**	*EBR to olive is excluded due to channelization													
v/c	=	**0.188**														
Pair 2 Max **Verdugo Ave WB**					WBL 85 / 1 **Verdugo WB**	=	85	or	WBT 203 / 1 **Verdugo WB**	+	WBR 11			=	**214**	
Critical Volume	=	**214**														
v/c	=	**0.148**														
Pair 4 Max **Olive Ave**	NBT 977 / 2 **Olive NB**	+	NBR 110	+	SBL 12 / 1 **Olive SB**	=	**556**	or	SBT 858 / 2 or SBR 15 / 1 **Olive SB**	+	NBL 14 / 1 **Olive NB**	=	443			
Critical Volume	=	**556**														
v/c	=	**0.385**														

											Loss Time		**ATSA C Credit**			
V/C =	**0.067**	**+**	**0.188**	**+**	**0.148**	**+**	**0.385**	**+**	**0.000**	**-**	**0**	**=**	**0.788**			
LOS =	**C**															

EXISTING PLUS PROJECT WITH MITIGATION

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	1	1	0	0	1	0	0	2
Volume Module:												
Base Vol:	321	0	83	218	121	284	0	1501	688	95	1707	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	0	83	218	121	284	0	1501	688	95	1707	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	0	83	218	121	284	0	1501	688	95	1707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	0	83	218	121	284	0	1501	688	95	1707	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	0	83	240	121	284	0	1501	688	95	1707	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	0.00	0.38	1.33	0.67	1.00	0.00	2.06	0.94	1.00	3.00	0.00
Final Sat.:	2308	0	542	1894	956	1425	0	2931	1344	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.13	0.13	0.20	0.00	0.51	0.51	0.07	0.40	0.00
Crit Volume:			218			284		730		95		
Crit Moves:			****			****		****		****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	C

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	234	227	155	570	518	56	44	1397	412	449	1227	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	227	155	570	518	56	44	1397	412	449	1227	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	227	155	570	518	56	44	1397	412	449	1227	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	227	155	570	518	56	44	1397	412	449	1227	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	257	227	155	627	518	56	48	1397	412	494	1227	572
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.19	1.81	1.00	2.00	3.09	0.91	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3072	2538	1403	2805	4332	1278	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.11	0.20	0.20	0.04	0.02	0.32	0.32	0.18	0.29	0.41
Crit Volume:	129			286				452		247		
Crit Moves:	****			****				****		****		

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.028
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	1	1	0	0	1	0	0	2
Volume Module:												
Base Vol:	364	0	108	483	73	330	0	1936	485	73	1612	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	0	108	483	73	330	0	1936	485	73	1612	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	0	108	483	73	330	0	1936	485	73	1612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	0	108	483	73	330	0	1936	485	73	1612	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	0	108	531	73	330	0	1936	485	73	1612	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.58	0.00	0.42	1.76	0.24	1.00	0.00	2.40	0.60	1.00	3.00	0.00
Final Sat.:	2245	0	605	2506	344	1425	0	3419	856	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.21	0.21	0.23	0.00	0.57	0.57	0.05	0.38	0.00
Crit Volume:	254					330		807		73		
Crit Moves:	****					****		****		****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	176	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	511	522	318	757	461	142	119	1399	315	341	1396	522
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	511	522	318	757	461	142	119	1399	315	341	1396	522
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	511	522	318	757	461	142	119	1399	315	341	1396	522
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	522	318	757	461	142	119	1399	315	341	1396	522
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	562	522	318	833	461	142	131	1399	315	375	1396	522
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.57	1.43	1.00	2.00	3.26	0.74	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3611	1999	1403	2805	4579	1031	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.23	0.23	0.23	0.10	0.05	0.31	0.31	0.13	0.33	0.37
Crit Volume:	281			323				428		188		
Crit Moves:	****			****				****		****		

FUTURE PLUS PROJECT WITH MITIGATION

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

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Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

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Cycle (sec):	100	Critical Vol./Cap.(X):	1.060
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	1 1	0 1	1	0 0	3 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	331	0	72	280	114	326	0	1591	729	670	1837	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	0	72	280	114	326	0	1591	729	670	1837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	0	72	280	114	326	0	1591	729	670	1837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	0	72	280	114	326	0	1591	729	670	1837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	364	0	72	308	114	359	0	1591	729	737	1837	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.67	0.00	0.33	1.57	0.58	1.85	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2379	0	471	2244	832	2625	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.14	0.14	0.14	0.00	0.37	0.51	0.26	0.43	0.00
Crit Volume:			218	196					729	369		
Crit Moves:			****	****					****	****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	Level Of Service:	D

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	269	283	159	601	558	58	45	1491	446	495	1329	604
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	283	159	601	558	58	45	1491	446	495	1329	604
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	283	159	601	558	58	45	1491	446	495	1329	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	283	159	601	558	58	45	1491	446	495	1329	604
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	296	283	159	661	558	58	50	1491	446	545	1329	604
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.17	1.83	1.00	2.00	3.08	0.92	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3042	2568	1403	2805	4318	1292	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.11	0.22	0.22	0.04	0.02	0.35	0.35	0.19	0.32	0.43
Crit Volume:	148			305				484		272		
Crit Moves:	****			****				****		****		

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	169	Level Of Service:	D

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	152	535	136	226	1070	135	118	603	221	293	636	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	535	136	226	1070	135	118	603	221	293	636	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	535	136	226	1070	135	118	603	221	293	636	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	535	136	226	1070	135	118	603	221	293	636	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	535	136	249	1070	135	118	603	221	293	636	153
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2805	2805	1403	2805	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.10	0.09	0.38	0.10	0.08	0.21	0.16	0.21	0.23	0.11
Crit Volume:	84				535			302		293		
Crit Moves:	****				****			****		****		

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	152	535	136	226	1070	135	118	603	221	293	636	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	535	136	226	1070	135	118	603	221	293	636	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	535	136	226	1070	135	118	603	221	293	636	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	535	136	226	1070	135	118	603	221	293	636	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	535	136	226	1070	135	118	603	221	293	636	153
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2888	1444
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.09	0.16	0.37	0.09	0.08	0.21	0.15	0.20	0.22	0.11
Crit Volume:	152				535			302		293		
Crit Moves:	****				****			****		****		

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

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Intersection #18 S Victory Blvd & W Olive Ave

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

****

Street Name:	S Victory Blvd						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	107	547	122	196	1104	305	181	565	51	141	866	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	547	122	196	1104	305	181	565	51	141	866	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	547	122	196	1104	305	181	565	51	141	866	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	547	122	196	1104	305	181	565	51	141	866	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	107	547	122	216	1104	305	199	565	51	155	866	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2805	1403	2805	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.08	0.39	0.22	0.07	0.20	0.04	0.06	0.31	0.08
Crit Volume:	107				552		100				433	
Crit Moves:	****				****		****				****	

****

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

Intersection #18 S Victory Blvd & W Olive Ave

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

Street Name:	S Victory Blvd						W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	107	547	122	196	1104	305	181	565	51	141	866	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	547	122	196	1104	305	181	565	51	141	866	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	547	122	196	1104	305	181	565	51	141	866	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	547	122	196	1104	305	181	565	51	141	866	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	547	122	196	1104	305	181	565	51	141	866	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2888	1444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.08	0.14	0.38	0.21	0.13	0.20	0.04	0.10	0.30	0.08
Crit Volume:	107				552		181				433	
Crit Moves:	****				****		****				****	

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

Intersection #9 I-5 SB Off-Ramp/N Front St & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-5 SB Off-Ramp/N Front St						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	0	1	1	0	1	1	0	0	3
	1	0	0	2	0	3	0	0				
Volume Module:												
Base Vol:	391	0	99	575	56	373	0	2063	508	375	1713	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	0	99	575	56	373	0	2063	508	375	1713	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	0	99	575	56	373	0	2063	508	375	1713	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	0	99	575	56	373	0	2063	508	375	1713	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	430	0	99	633	56	410	0	2063	508	413	1713	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.63	0.00	0.37	2.00	0.24	1.76	0.00	3.21	0.79	2.00	3.00	0.00
Final Sat.:	2317	0	533	2850	342	2508	0	4574	1126	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.19	0.22	0.16	0.16	0.00	0.45	0.45	0.14	0.40	0.00
Crit Volume:			265	316				643		206		
Crit Moves:			****	****				****		****		

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

Intersection #10 N Victory Pl & W Burbank Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.951
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	N Victory Pl						W Burbank Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 1	1 0	1	2 0	3 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	553	568	326	793	536	146	122	1508	360	383	1495	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	568	326	793	536	146	122	1508	360	383	1495	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	553	568	326	793	536	146	122	1508	360	383	1495	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	568	326	793	536	146	122	1508	360	383	1495	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	608	568	326	872	536	146	134	1508	360	421	1495	551
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.48	1.52	1.00	2.00	3.23	0.77	2.00	3.00	1.00
Final Sat.:	2805	2805	1403	3475	2135	1403	2805	4529	1081	2805	4208	1403
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.23	0.25	0.25	0.10	0.05	0.33	0.33	0.15	0.36	0.39
Crit Volume:	304				352			467		211		
Crit Moves:	****				****			****		****		

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	228	936	210	292	1004	179	176	1004	174	188	730	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	936	210	292	1004	179	176	1004	174	188	730	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	936	210	292	1004	179	176	1004	174	188	730	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	936	210	292	1004	179	176	1004	174	188	730	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	936	210	321	1004	179	176	1004	174	188	730	244
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2805	2805	1403	2805	2805	1403	1403	2805	1403	1403	2805	1403
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.15	0.11	0.36	0.13	0.13	0.36	0.12	0.13	0.26	0.17
Crit Volume:	125				502			502		188		
Crit Moves:	****				****			****		****		

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

Intersection #14 Victory Blvd & W Magnolia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Victory Blvd						W Magnolia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	228	936	210	292	1004	179	176	1004	174	188	730	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	936	210	292	1004	179	176	1004	174	188	730	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	936	210	292	1004	179	176	1004	174	188	730	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	936	210	292	1004	179	176	1004	174	188	730	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	936	210	292	1004	179	176	1004	174	188	730	244
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2888	1444
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.15	0.20	0.35	0.12	0.12	0.35	0.12	0.13	0.25	0.17
Crit Volume:		468		292				502		188		
Crit Moves:		****		****				****		****		

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

Intersection #18 S Victory Blvd & W Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	S Victory Blvd							W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	
Volume Module:													
Base Vol:	77	855	213	229	1027	254	249	1192	40	146	735	210	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	77	855	213	229	1027	254	249	1192	40	146	735	210	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	77	855	213	229	1027	254	249	1192	40	146	735	210	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	77	855	213	229	1027	254	249	1192	40	146	735	210	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	
FinalVolume:	77	855	213	252	1027	254	274	1192	40	161	735	210	
Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	
Adjustment:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	
Final Sat.:	1403	2805	1403	2805	2805	1403	2805	2805	1403	2805	2805	1403	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.30	0.15	0.09	0.37	0.18	0.10	0.42	0.03	0.06	0.26	0.15	
Crit Volume:	77				514			596		80			
Crit Moves:	****				****			****		****			

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

Intersection #18 S Victory Blvd & W Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	S Victory Blvd							W Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	
Volume Module:													
Base Vol:	77	855	213	229	1027	254	249	1192	40	146	735	210	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	77	855	213	229	1027	254	249	1192	40	146	735	210	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	77	855	213	229	1027	254	249	1192	40	146	735	210	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	77	855	213	229	1027	254	249	1192	40	146	735	210	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	77	855	213	229	1027	254	249	1192	40	146	735	210	
Saturation Flow Module:													
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	1444	2888	1444	1444	2888	1444	1444	2888	1444	1444	2888	1444	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.30	0.15	0.16	0.36	0.18	0.17	0.41	0.03	0.10	0.25	0.15	
Crit Volume:		428		229				596		146			
Crit Moves:		****		****				****		****			

INTERSECTION 9 - HCM ANALYSIS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1501	626	64	1707	0	232	0	11	218	102	284
Future Volume (vph)	0	1501	626	64	1707	0	232	0	11	218	102	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3		4.1	5.3		5.0		5.0	5.0	5.0	5.0
Lane Util. Factor		0.91		1.00	0.91		1.00		1.00	0.95	0.95	1.00
Frt		0.96		1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	0.98	1.00
Satd. Flow (prot)		4861		1770	5085		1770		1583	1681	1737	1583
Flt Permitted		1.00		0.95	1.00		0.95		1.00	0.95	0.98	1.00
Satd. Flow (perm)		4861		1770	5085		1770		1583	1681	1737	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1632	680	70	1855	0	252	0	12	237	111	309
RTOR Reduction (vph)	0	30	0	0	0	0	0	0	10	0	0	48
Lane Group Flow (vph)	0	2282	0	70	1855	0	252	0	2	171	177	261
Turn Type		NA		Prot	NA		Prot		Prot	Split	NA	Prot
Protected Phases		2		1	6		4		4	3	3	3
Permitted Phases												
Actuated Green, G (s)		105.5		14.0	123.6		33.1		33.1	38.0	38.0	38.0
Effective Green, g (s)		105.5		14.0	123.6		33.1		33.1	38.0	38.0	38.0
Actuated g/C Ratio		0.50		0.07	0.59		0.16		0.16	0.18	0.18	0.18
Clearance Time (s)		5.3		4.1	5.3		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		4.0		3.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Grp Cap (vph)		2442		118	2992		278		249	304	314	286
v/s Ratio Prot		c0.47		0.04	c0.36		c0.14		0.00	0.10	0.10	c0.16
v/s Ratio Perm												
v/c Ratio		0.93		0.59	0.62		0.91		0.01	0.56	0.56	0.91
Uniform Delay, d1		49.0		95.2	28.0		86.9		74.6	78.4	78.4	84.3
Progression Factor		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		8.2		7.8	1.0		31.1		0.0	2.9	2.8	31.6
Delay (s)		57.2		103.0	29.0		118.0		74.6	81.3	81.2	115.9
Level of Service		E		F	C		F		E	F	F	F
Approach Delay (s)		57.2			31.7			116.0			97.6	
Approach LOS		E			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	55.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1936	377	19	1612	0	281	0	41	483	39	330
Future Volume (vph)	0	1936	377	19	1612	0	281	0	41	483	39	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3		4.1	5.3		5.0		5.0	5.0	5.0	5.0
Lane Util. Factor		0.91		1.00	0.91		1.00		1.00	0.95	0.95	1.00
Frt		0.98		1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	0.96	1.00
Satd. Flow (prot)		4961		1770	5085		1770		1583	1681	1697	1583
Flt Permitted		1.00		0.95	1.00		0.95		1.00	0.95	0.96	1.00
Satd. Flow (perm)		4961		1770	5085		1770		1583	1681	1697	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2104	410	21	1752	0	305	0	45	525	42	359
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	38	0	0	48
Lane Group Flow (vph)	0	2503	0	21	1752	0	305	0	8	283	284	311
Turn Type		NA		Prot	NA		Prot		Prot	Split	NA	Prot
Protected Phases		2		1	6		4		4	3	3	3
Permitted Phases												
Actuated Green, G (s)		109.5		6.1	119.7		35.0		35.0	40.0	40.0	40.0
Effective Green, g (s)		109.5		6.1	119.7		35.0		35.0	40.0	40.0	40.0
Actuated g/C Ratio		0.52		0.03	0.57		0.17		0.17	0.19	0.19	0.19
Clearance Time (s)		5.3		4.1	5.3		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		4.0		3.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Grp Cap (vph)		2586		51	2898		295		263	320	323	301
v/s Ratio Prot		c0.50		0.01	c0.34		c0.17		0.00	0.17	0.17	c0.20
v/s Ratio Perm												
v/c Ratio		0.97		0.41	0.60		1.03		0.03	0.88	0.88	1.03
Uniform Delay, d1		48.6		100.2	29.6		87.5		73.3	82.7	82.7	85.0
Progression Factor		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		11.6		5.3	0.9		61.5		0.1	24.4	23.2	61.0
Delay (s)		60.2		105.5	30.6		149.0		73.3	107.1	105.9	146.0
Level of Service		E		F	C		F		E	F	F	F
Approach Delay (s)		60.2			31.5			139.2			121.8	
Approach LOS		E			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	66.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1501	688	95	1707	0	321	0	83	218	121	284
Future Volume (vph)	0	1501	688	95	1707	0	321	0	83	218	121	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3		4.1	5.3		5.0		5.0	5.0	5.0	5.0
Lane Util. Factor		0.91		1.00	0.91		1.00		1.00	0.95	0.95	1.00
Frt		0.95		1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	0.99	1.00
Satd. Flow (prot)		4846		1770	5085		1770		1583	1681	1744	1583
Flt Permitted		1.00		0.95	1.00		0.95		1.00	0.95	0.99	1.00
Satd. Flow (perm)		4846		1770	5085		1770		1583	1681	1744	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1632	748	103	1855	0	349	0	90	237	132	309
RTOR Reduction (vph)	0	35	0	0	0	0	0	0	49	0	0	48
Lane Group Flow (vph)	0	2345	0	103	1855	0	349	0	41	182	187	261
Turn Type		NA		Prot	NA		Prot		Prot	Split	NA	Prot
Protected Phases		2		1	6		4		4	3	3	3
Permitted Phases												
Actuated Green, G (s)		100.1		17.5	121.7		35.0		35.0	38.0	38.0	38.0
Effective Green, g (s)		100.1		17.5	121.7		35.0		35.0	38.0	38.0	38.0
Actuated g/C Ratio		0.48		0.08	0.58		0.17		0.17	0.18	0.18	0.18
Clearance Time (s)		5.3		4.1	5.3		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		4.0		3.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Grp Cap (vph)		2309		147	2946		295		263	304	315	286
v/s Ratio Prot		c0.48		c0.06	0.36		c0.20		0.03	0.11	0.11	c0.16
v/s Ratio Perm												
v/c Ratio		1.02		0.70	0.63		1.18		0.16	0.60	0.59	0.91
Uniform Delay, d1		55.0		93.7	29.2		87.5		74.9	79.0	78.9	84.3
Progression Factor		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		22.8		14.0	1.0		111.5		0.4	3.7	3.5	31.6
Delay (s)		77.7		107.7	30.3		199.0		75.2	82.7	82.4	115.9
Level of Service		E		F	C		F		E	F	F	F
Approach Delay (s)		77.7			34.3			173.6			97.8	
Approach LOS		E			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	72.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	95.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1936	485	73	1612	0	364	0	108	483	73	330
Future Volume (vph)	0	1936	485	73	1612	0	364	0	108	483	73	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3		4.1	5.3		5.0		5.0	5.0	5.0	5.0
Lane Util. Factor		0.91		1.00	0.91		1.00		1.00	0.95	0.95	1.00
Frt		0.97		1.00	1.00		1.00		0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	0.96	1.00
Satd. Flow (prot)		4933		1770	5085		1770		1583	1681	1706	1583
Flt Permitted		1.00		0.95	1.00		0.95		1.00	0.95	0.96	1.00
Satd. Flow (perm)		4933		1770	5085		1770		1583	1681	1706	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2104	527	79	1752	0	396	0	117	525	79	359
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	49	0	0	48
Lane Group Flow (vph)	0	2613	0	79	1752	0	396	0	68	299	305	311
Turn Type		NA		Prot	NA		Prot		Prot	Split	NA	Prot
Protected Phases		2		1	6		4		4	3	3	3
Permitted Phases												
Actuated Green, G (s)		100.7		14.9	119.7		35.0		35.0	40.0	40.0	40.0
Effective Green, g (s)		100.7		14.9	119.7		35.0		35.0	40.0	40.0	40.0
Actuated g/C Ratio		0.48		0.07	0.57		0.17		0.17	0.19	0.19	0.19
Clearance Time (s)		5.3		4.1	5.3		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)		4.0		3.0	4.0		4.0		4.0	4.0	4.0	4.0
Lane Grp Cap (vph)		2365		125	2898		295		263	320	324	301
v/s Ratio Prot		c0.53		0.04	c0.34		c0.22		0.04	0.18	0.18	c0.20
v/s Ratio Perm												
v/c Ratio		1.10		0.63	0.60		1.34		0.26	0.93	0.94	1.03
Uniform Delay, d1		54.6		94.9	29.6		87.5		76.2	83.7	83.8	85.0
Progression Factor		1.00		1.00	1.00		1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2		54.1		10.0	0.9		175.1		0.7	33.7	35.1	61.0
Delay (s)		108.8		104.9	30.6		262.6		76.9	117.4	118.9	146.0
Level of Service		F		F	C		F		E	F	F	F
Approach Delay (s)		108.8			33.8			220.3			128.5	
Approach LOS		F			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	98.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1501	688	95	1707	0	321	0	83	218	121	284
Future Volume (vph)	0	1501	688	95	1707	0	321	0	83	218	121	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3		4.1	5.3		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor		0.91		1.00	0.91		0.95	0.95		0.95	0.95	1.00
Frt		0.95		1.00	1.00		1.00	0.94		1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95	0.97		0.95	0.99	1.00
Satd. Flow (prot)		4846		1770	5085		1681	1612		1681	1744	1583
Flt Permitted		1.00		0.95	1.00		0.95	0.97		0.95	0.99	1.00
Satd. Flow (perm)		4846		1770	5085		1681	1612		1681	1744	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1632	748	103	1855	0	349	0	90	237	132	309
RTOR Reduction (vph)	0	34	0	0	0	0	0	50	0	0	0	48
Lane Group Flow (vph)	0	2346	0	103	1855	0	223	166	0	182	187	261
Turn Type		NA		Prot	NA		Split	NA		Split	NA	Prot
Protected Phases		2		1	6		4	4		3	3	3
Permitted Phases												
Actuated Green, G (s)		103.0		17.5	124.6		32.1	32.1		38.0	38.0	38.0
Effective Green, g (s)		103.0		17.5	124.6		32.1	32.1		38.0	38.0	38.0
Actuated g/C Ratio		0.49		0.08	0.59		0.15	0.15		0.18	0.18	0.18
Clearance Time (s)		5.3		4.1	5.3		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)		4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)		2376		147	3017		256	246		304	315	286
v/s Ratio Prot		c0.48		c0.06	0.36		c0.13	0.10		0.11	0.11	c0.16
v/s Ratio Perm												
v/c Ratio		0.99		0.70	0.61		0.87	0.67		0.60	0.59	0.91
Uniform Delay, d1		52.9		93.7	27.3		86.9	84.0		79.0	78.9	84.3
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		15.8		14.0	0.9		26.6	7.8		3.7	3.5	31.6
Delay (s)		68.6		107.7	28.3		113.6	91.8		82.7	82.4	115.9
Level of Service		E		F	C		F	F		F	F	F
Approach Delay (s)		68.6			32.5			102.8			97.8	
Approach LOS		E			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	62.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1936	485	73	1612	0	364	0	108	483	73	330
Future Volume (vph)	0	1936	485	73	1612	0	364	0	108	483	73	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.3		4.1	5.3		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor		0.91		1.00	0.91		0.95	0.95		0.95	0.95	1.00
Frt		0.97		1.00	1.00		1.00	0.93		1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95	0.97		0.95	0.96	1.00
Satd. Flow (prot)		4933		1770	5085		1681	1602		1681	1706	1583
Flt Permitted		1.00		0.95	1.00		0.95	0.97		0.95	0.96	1.00
Satd. Flow (perm)		4933		1770	5085		1681	1602		1681	1706	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2104	527	79	1752	0	396	0	117	525	79	359
RTOR Reduction (vph)	0	18	0	0	0	0	0	49	0	0	0	48
Lane Group Flow (vph)	0	2613	0	79	1752	0	265	199	0	299	305	311
Turn Type		NA		Prot	NA		Split	NA		Split	NA	Prot
Protected Phases		2		1	6		4	4		3	3	3
Permitted Phases												
Actuated Green, G (s)		101.1		14.9	120.1		34.6	34.6		40.0	40.0	40.0
Effective Green, g (s)		101.1		14.9	120.1		34.6	34.6		40.0	40.0	40.0
Actuated g/C Ratio		0.48		0.07	0.57		0.16	0.16		0.19	0.19	0.19
Clearance Time (s)		5.3		4.1	5.3		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)		4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)		2374		125	2908		276	263		320	324	301
v/s Ratio Prot		c0.53		0.04	c0.34		c0.16	0.12		0.18	0.18	c0.20
v/s Ratio Perm												
v/c Ratio		1.10		0.63	0.60		0.96	0.76		0.93	0.94	1.03
Uniform Delay, d1		54.5		94.9	29.4		87.0	83.7		83.7	83.8	85.0
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		52.4		10.0	0.9		43.4	12.4		33.7	35.1	61.0
Delay (s)		106.9		104.9	30.3		130.4	96.0		117.4	118.9	146.0
Level of Service		F		F	C		F	F		F	F	F
Approach Delay (s)		106.9			33.5			113.8			128.5	
Approach LOS		F			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	88.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1591	667	490	103	1837	242	11	280	0	105	326
Future Volume (vph)	1591	667	490	103	1837	242	11	280	0	105	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		4.1	4.1	5.3	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.86		0.86	0.95	0.91	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.96		1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.92	0.85
Flt Protected	1.00		0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Satd. Flow (prot)	6124		1522	1681	5085	1770	1583	1681	1681	1630	1504
Flt Permitted	1.00		0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Satd. Flow (perm)	6124		1522	1681	5085	1770	1583	1681	1681	1630	1504
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1729	725	533	112	1997	263	12	304	0	114	354
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	20	49
Lane Group Flow (vph)	2454	0	325	320	1997	263	12	152	152	221	178
Turn Type	NA		Prot	Prot	NA	Prot	Prot	Split	Split	NA	Prot
Protected Phases	2		1	1	6	4	4	3	3	3	3
Permitted Phases											
Actuated Green, G (s)	90.7		30.9	30.9	125.7	33.9	33.9	35.1	35.1	35.1	35.1
Effective Green, g (s)	90.7		30.9	30.9	125.7	33.9	33.9	35.1	35.1	35.1	35.1
Actuated g/C Ratio	0.43		0.15	0.15	0.60	0.16	0.16	0.17	0.17	0.17	0.17
Clearance Time (s)	5.3		4.1	4.1	5.3	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	2644		223	247	3043	285	255	280	280	272	251
v/s Ratio Prot	c0.40		c0.21	0.19	0.39	c0.15	0.01	0.09	0.09	c0.14	0.12
v/s Ratio Perm											
v/c Ratio	1.04dr		1.46	1.30	0.66	0.92	0.05	0.54	0.54	0.81	0.71
Uniform Delay, d1	56.6		89.5	89.5	27.9	86.8	74.4	80.1	80.1	84.3	82.6
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.2		229.0	159.6	1.1	33.9	0.1	2.7	2.7	17.4	9.4
Delay (s)	63.8		318.5	249.2	29.0	120.7	74.5	82.8	82.8	101.7	92.1
Level of Service	E		F	F	C	F	E	F	F	F	F
Approach Delay (s)	63.8				91.3					91.4	
Approach LOS	E				F					F	

Intersection Summary			
HCM 2000 Control Delay	81.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	2063	400	237	52	1713	308	42	575	0	40	373
Future Volume (vph)	2063	400	237	52	1713	308	42	575	0	40	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		4.1	4.1	5.3	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.86		0.86	0.95	0.91	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.98		1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.88	0.85
Flt Protected	1.00		0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Satd. Flow (prot)	6252		1522	1681	5085	1770	1583	1681	1681	1555	1504
Flt Permitted	1.00		0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Satd. Flow (perm)	6252		1522	1681	5085	1770	1583	1681	1681	1555	1504
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2242	435	258	57	1862	335	46	625	0	43	405
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	22	48
Lane Group Flow (vph)	2677	0	157	158	1862	335	46	312	313	203	175
Turn Type	NA		Prot	Prot	NA	Prot	Prot	Split	Split	NA	Prot
Protected Phases	2		1	1	6	4	4	3	3	3	3
Permitted Phases											
Actuated Green, G (s)	89.7		25.9	25.9	119.7	35.0	35.0	40.0	40.0	40.0	40.0
Effective Green, g (s)	89.7		25.9	25.9	119.7	35.0	35.0	40.0	40.0	40.0	40.0
Actuated g/C Ratio	0.43		0.12	0.12	0.57	0.17	0.17	0.19	0.19	0.19	0.19
Clearance Time (s)	5.3		4.1	4.1	5.3	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	2670		187	207	2898	295	263	320	320	296	286
v/s Ratio Prot	c0.43		c0.10	0.09	0.37	c0.19	0.03	0.19	c0.19	0.13	0.12
v/s Ratio Perm											
v/c Ratio	1.00		0.84	0.76	0.64	1.14	0.17	0.97	0.98	0.69	0.61
Uniform Delay, d1	60.1		90.0	89.1	30.6	87.5	75.1	84.5	84.6	79.2	77.9
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.0		26.8	15.3	1.1	94.1	0.4	43.3	44.0	7.0	4.4
Delay (s)	78.2		116.8	104.4	31.7	181.6	75.5	127.8	128.6	86.2	82.3
Level of Service	E		F	F	C	F	E	F	F	F	F
Approach Delay (s)	78.2				43.1					109.9	
Approach LOS	E				D					F	

Intersection Summary			
HCM 2000 Control Delay	77.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL2	WBL	WBT	NBL	NBT	NBR	SBL2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1591	729	490	137	1837	331	0	72	280	0	114	326
Future Volume (vph)	1591	729	490	137	1837	331	0	72	280	0	114	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		4.1	4.1	5.3	5.0	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.86		0.86	0.95	0.91	0.95	0.95		0.95	0.95	0.95	0.95
Frt	0.95		1.00	1.00	1.00	1.00	0.95		1.00	1.00	0.93	0.85
Flt Protected	1.00		0.95	0.95	1.00	0.95	0.97		0.95	0.95	1.00	1.00
Satd. Flow (prot)	6106		1522	1681	5085	1681	1622		1681	1681	1637	1504
Flt Permitted	1.00		0.95	0.95	1.00	0.95	0.97		0.95	0.95	1.00	1.00
Satd. Flow (perm)	6106		1522	1681	5085	1681	1622		1681	1681	1637	1504
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1729	792	533	149	1997	360	0	78	304	0	124	354
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	17	49
Lane Group Flow (vph)	2521	0	341	341	1997	223	215	0	152	152	231	181
Turn Type	NA		Prot	Prot	NA	Split	NA		Split	Split	NA	Prot
Protected Phases	2		1	1	6	4	4		3	3	3	3
Permitted Phases												
Actuated Green, G (s)	91.9		30.9	30.9	126.9	32.0	32.0		35.8	35.8	35.8	35.8
Effective Green, g (s)	91.9		30.9	30.9	126.9	32.0	32.0		35.8	35.8	35.8	35.8
Actuated g/C Ratio	0.44		0.15	0.15	0.60	0.15	0.15		0.17	0.17	0.17	0.17
Clearance Time (s)	5.3		4.1	4.1	5.3	5.0	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		3.0	3.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	2672		223	247	3072	256	247		286	286	279	256
v/s Ratio Prot	c0.41		c0.22	0.20	0.39	c0.13	0.13		0.09	0.09	c0.14	0.12
v/s Ratio Perm												
v/c Ratio	1.12dr		1.53	1.38	0.65	0.87	0.87		0.53	0.53	0.83	0.71
Uniform Delay, d1	56.6		89.5	89.5	27.1	87.0	87.0		79.4	79.4	84.1	82.2
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	8.4		259.5	194.5	1.1	26.6	27.3		2.4	2.4	18.6	9.2
Delay (s)	65.0		349.1	284.1	28.2	113.6	114.3		81.9	81.9	102.7	91.4
Level of Service	E		F	F	C	F	F		F	F	F	F
Approach Delay (s)	65.0				101.6		113.9				91.3	
Approach LOS	E				F		F				F	

Intersection Summary			
HCM 2000 Control Delay	86.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	1591	729	490	137	1837	331	72	280	0	114	326
Future Volume (vph)	1591	729	490	137	1837	331	72	280	0	114	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		4.1	4.1	5.3	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.86		0.86	0.95	0.91	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.95		1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.93	0.85
Flt Protected	1.00		0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Satd. Flow (prot)	6106		1522	1681	5085	1770	1583	1681	1681	1637	1504
Flt Permitted	1.00		0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Satd. Flow (perm)	6106		1522	1681	5085	1770	1583	1681	1681	1637	1504
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1729	792	533	149	1997	360	78	304	0	124	354
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	17	49
Lane Group Flow (vph)	2521	0	341	341	1997	360	78	152	152	231	181
Turn Type	NA		Prot	Prot	NA	Prot	Prot	Split	Split	NA	Prot
Protected Phases	2		1	1	6	4	4	3	3	3	3
Permitted Phases											
Actuated Green, G (s)	88.9		30.9	30.9	123.9	35.0	35.0	35.8	35.8	35.8	35.8
Effective Green, g (s)	88.9		30.9	30.9	123.9	35.0	35.0	35.8	35.8	35.8	35.8
Actuated g/C Ratio	0.42		0.15	0.15	0.59	0.17	0.17	0.17	0.17	0.17	0.17
Clearance Time (s)	5.3		4.1	4.1	5.3	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	2584		223	247	3000	295	263	286	286	279	256
v/s Ratio Prot	c0.41		c0.22	0.20	0.39	c0.20	0.05	0.09	0.09	c0.14	0.12
v/s Ratio Perm											
v/c Ratio	1.16dr		1.53	1.38	0.67	1.22	0.30	0.53	0.53	0.83	0.71
Uniform Delay, d1	59.5		89.5	89.5	29.1	87.5	76.7	79.4	79.4	84.1	82.2
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.8		259.5	194.5	1.2	125.8	0.9	2.4	2.4	18.6	9.2
Delay (s)	72.3		349.1	284.1	30.3	213.3	77.6	81.9	81.9	102.7	91.4
Level of Service	E		F	F	C	F	E	F	F	F	F
Approach Delay (s)	72.3				103.1					91.3	
Approach LOS	E				F					F	

Intersection Summary			
HCM 2000 Control Delay	95.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis Future + Project Conditions (2022) + Mitigation
9: N Front St/I-5 SB Off-Ramp & E Burbank Blvd

PM PEAK HOUR

Movement	EBT	EBR	WBL2	WBL	WBT	NBL	NBT	NBR	SBL2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2063	508	237	111	1713	391	0	99	575	0	56	373
Future Volume (vph)	2063	508	237	111	1713	391	0	99	575	0	56	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		4.1	4.1	5.3	5.0	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	0.86		0.86	0.95	0.91	0.95	0.95		0.95	0.95	0.95	0.95
Frt	0.97		1.00	1.00	1.00	1.00	0.94		1.00	1.00	0.89	0.85
Flt Protected	1.00		0.95	0.95	1.00	0.95	0.97		0.95	0.95	1.00	1.00
Satd. Flow (prot)	6218		1522	1681	5085	1681	1613		1681	1681	1572	1504
Flt Permitted	1.00		0.95	0.95	1.00	0.95	0.97		0.95	0.95	1.00	1.00
Satd. Flow (perm)	6218		1522	1681	5085	1681	1613		1681	1681	1572	1504
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2242	552	258	121	1862	425	0	108	625	0	61	405
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	15	48
Lane Group Flow (vph)	2794	0	188	191	1862	272	261	0	312	313	224	179
Turn Type	NA		Prot	Prot	NA	Split	NA		Split	Split	NA	Prot
Protected Phases	2		1	1	6	4	4		3	3	3	3
Permitted Phases												
Actuated Green, G (s)	86.8		28.8	28.8	119.7	35.0	35.0		40.0	40.0	40.0	40.0
Effective Green, g (s)	86.8		28.8	28.8	119.7	35.0	35.0		40.0	40.0	40.0	40.0
Actuated g/C Ratio	0.41		0.14	0.14	0.57	0.17	0.17		0.19	0.19	0.19	0.19
Clearance Time (s)	5.3		4.1	4.1	5.3	5.0	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		3.0	3.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	2570		208	230	2898	280	268		320	320	299	286
v/s Ratio Prot	c0.45		c0.12	0.11	0.37	0.16	c0.16		0.19	c0.19	0.14	0.12
v/s Ratio Perm												
v/c Ratio	1.09		0.90	0.83	0.64	0.97	0.97		0.97	0.98	0.75	0.63
Uniform Delay, d1	61.6		89.2	88.2	30.6	87.0	87.0		84.5	84.6	80.3	78.1
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	46.6		36.9	21.7	1.1	45.9	47.5		43.3	44.0	10.7	4.8
Delay (s)	108.2		126.1	109.9	31.7	132.9	134.6		127.8	128.6	91.0	82.9
Level of Service	F		F	F	C	F	F		F	F	F	F
Approach Delay (s)	108.2				46.3		133.7				110.6	
Approach LOS	F				D		F				F	

Intersection Summary			
HCM 2000 Control Delay	89.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	2063	508	237	111	1713	391	99	575	0	56	373
Future Volume (vph)	2063	508	237	111	1713	391	99	575	0	56	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3		4.1	4.1	5.3	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.86		0.86	0.95	0.91	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.97		1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.89	0.85
Flt Protected	1.00		0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Satd. Flow (prot)	6218		1522	1681	5085	1770	1583	1681	1681	1572	1504
Flt Permitted	1.00		0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Satd. Flow (perm)	6218		1522	1681	5085	1770	1583	1681	1681	1572	1504
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2242	552	258	121	1862	425	108	625	0	61	405
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	15	48
Lane Group Flow (vph)	2794	0	188	191	1862	425	108	312	313	224	179
Turn Type	NA		Prot	Prot	NA	Prot	Prot	Split	Split	NA	Prot
Protected Phases	2		1	1	6	4	4	3	3	3	3
Permitted Phases											
Actuated Green, G (s)	86.8		28.8	28.8	119.7	35.0	35.0	40.0	40.0	40.0	40.0
Effective Green, g (s)	86.8		28.8	28.8	119.7	35.0	35.0	40.0	40.0	40.0	40.0
Actuated g/C Ratio	0.41		0.14	0.14	0.57	0.17	0.17	0.19	0.19	0.19	0.19
Clearance Time (s)	5.3		4.1	4.1	5.3	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0		3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	2570		208	230	2898	295	263	320	320	299	286
v/s Ratio Prot	c0.45		c0.12	0.11	0.37	c0.24	0.07	0.19	c0.19	0.14	0.12
v/s Ratio Perm											
v/c Ratio	1.09		0.90	0.83	0.64	1.44	0.41	0.97	0.98	0.75	0.63
Uniform Delay, d1	61.6		89.2	88.2	30.6	87.5	78.3	84.5	84.6	80.3	78.1
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	46.6		36.9	21.7	1.1	216.6	1.4	43.3	44.0	10.7	4.8
Delay (s)	108.2		126.1	109.9	31.7	304.1	79.7	127.8	128.6	91.0	82.9
Level of Service	F		F	F	C	F	E	F	F	F	F
Approach Delay (s)	108.2				46.3					110.6	
Approach LOS	F				D					F	

Intersection Summary			
HCM 2000 Control Delay	99.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	210.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

INTERSECTION 18 - HCM ANALYSIS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	466	50	112	760	111	104	449	98	161	980	257
Future Volume (veh/h)	156	466	50	112	760	111	104	449	98	161	980	257
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	170	507	54	122	826	121	113	488	107	175	1065	279
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	862	92	277	874	391	238	1614	722	473	1681	752
Arrive On Green	0.09	0.27	0.27	0.07	0.25	0.25	0.05	0.46	0.46	0.07	0.48	0.48
Sat Flow, veh/h	1774	3229	343	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	170	277	284	122	826	121	113	488	107	175	1065	279
Grp Sat Flow(s),veh/h/ln	1774	1770	1802	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	9.8	19.1	19.2	7.1	32.1	8.7	4.7	12.2	5.5	7.2	31.6	15.7
Cycle Q Clear(g_c), s	9.8	19.1	19.2	7.1	32.1	8.7	4.7	12.2	5.5	7.2	31.6	15.7
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	472	481	277	874	391	238	1614	722	473	1681	752
V/C Ratio(X)	0.80	0.59	0.59	0.44	0.95	0.31	0.47	0.30	0.15	0.37	0.63	0.37
Avail Cap(c_a), veh/h	327	472	481	426	885	396	544	1614	722	745	1681	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	44.6	44.6	36.7	51.8	43.0	22.5	24.0	22.2	18.1	27.6	23.4
Incr Delay (d2), s/veh	3.7	1.9	1.9	0.4	18.3	0.4	0.5	0.5	0.4	0.2	1.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	9.6	9.8	3.5	17.9	3.9	2.3	6.1	2.5	3.5	15.8	7.2
LnGrp Delay(d),s/veh	42.1	46.5	46.5	37.1	70.1	43.4	23.1	24.5	22.7	18.3	29.4	24.8
LnGrp LOS	D	D	D	D	E	D	C	C	C	B	C	C
Approach Vol, veh/h		731			1069			708			1519	
Approach Delay, s/veh		45.5			63.3			24.0			27.3	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	72.5	16.1	40.6	13.6	69.8	13.2	43.4
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	6.7	33.6	11.8	34.1	9.2	14.2	9.1	21.2
Green Ext Time (p_c), s	0.1	0.0	0.1	0.5	0.2	12.1	0.1	7.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	1008	39	113	631	204	75	705	171	191	879	219
Future Volume (veh/h)	205	1008	39	113	631	204	75	705	171	191	879	219
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	223	1096	42	123	686	222	82	766	186	208	955	238
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	918	35	171	786	352	258	1581	707	361	1720	769
Arrive On Green	0.11	0.26	0.26	0.07	0.22	0.22	0.04	0.45	0.45	0.08	0.49	0.49
Sat Flow, veh/h	1774	3476	133	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	223	558	580	123	686	222	82	766	186	208	955	238
Grp Sat Flow(s),veh/h/ln	1774	1770	1839	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	13.2	37.0	37.0	7.4	26.2	17.8	3.5	21.4	10.3	8.6	26.6	12.7
Cycle Q Clear(g_c), s	13.2	37.0	37.0	7.4	26.2	17.8	3.5	21.4	10.3	8.6	26.6	12.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	467	486	171	786	352	258	1581	707	361	1720	769
V/C Ratio(X)	0.84	1.19	1.19	0.72	0.87	0.63	0.32	0.48	0.26	0.58	0.56	0.31
Avail Cap(c_a), veh/h	338	467	486	316	885	396	581	1581	707	615	1720	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	51.5	51.5	41.4	52.6	49.3	21.4	27.3	24.3	19.9	25.3	21.8
Incr Delay (d2), s/veh	11.1	106.7	106.2	2.1	8.8	2.7	0.3	1.1	0.9	0.5	1.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	31.9	33.1	3.7	13.7	8.0	1.7	10.7	4.7	4.2	13.3	5.8
LnGrp Delay(d),s/veh	49.1	158.2	157.7	43.6	61.4	52.0	21.7	28.4	25.2	20.5	26.6	22.8
LnGrp LOS	D	F	F	D	E	D	C	C	C	C	C	C
Approach Vol, veh/h		1361			1031			1034			1401	
Approach Delay, s/veh		140.1			57.2			27.3			25.1	
Approach LOS		F			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	74.0	19.4	37.1	14.9	68.5	13.5	43.0
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	5.5	28.6	15.2	28.2	10.6	23.4	9.4	39.0
Green Ext Time (p_c), s	0.1	3.8	0.2	2.9	0.3	7.7	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	64.9
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	466	50	112	760	111	104	454	98	161	987	285
Future Volume (veh/h)	175	466	50	112	760	111	104	454	98	161	987	285
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	190	507	54	122	826	121	113	493	107	175	1073	310
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	887	94	285	874	391	230	1584	709	465	1653	739
Arrive On Green	0.09	0.27	0.27	0.07	0.25	0.25	0.05	0.45	0.45	0.07	0.47	0.47
Sat Flow, veh/h	1774	3229	343	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	190	277	284	122	826	121	113	493	107	175	1073	310
Grp Sat Flow(s),veh/h/ln	1774	1770	1802	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	10.9	18.9	19.0	7.1	32.1	8.7	4.8	12.5	5.6	7.4	32.5	18.2
Cycle Q Clear(g_c), s	10.9	18.9	19.0	7.1	32.1	8.7	4.8	12.5	5.6	7.4	32.5	18.2
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	486	495	285	874	391	230	1584	709	465	1653	739
V/C Ratio(X)	0.84	0.57	0.57	0.43	0.95	0.31	0.49	0.31	0.15	0.38	0.65	0.42
Avail Cap(c_a), veh/h	327	486	495	434	885	396	535	1584	709	735	1653	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	43.7	43.7	36.5	51.8	43.0	23.4	24.8	22.9	18.7	28.5	24.7
Incr Delay (d2), s/veh	8.5	1.6	1.6	0.4	18.3	0.4	0.6	0.5	0.5	0.2	2.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	9.5	9.7	3.5	17.9	3.9	2.4	6.2	2.5	3.6	16.3	8.2
LnGrp Delay(d),s/veh	46.0	45.3	45.3	36.9	70.1	43.4	24.0	25.3	23.4	18.8	30.5	26.5
LnGrp LOS	D	D	D	D	E	D	C	C	C	B	C	C
Approach Vol, veh/h		751			1069			713			1558	
Approach Delay, s/veh		45.5			63.3			24.8			28.4	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	71.4	17.1	40.6	13.7	68.7	13.2	44.4
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	6.8	34.5	12.9	34.1	9.4	14.5	9.1	21.0
Green Ext Time (p_c), s	0.1	0.0	0.2	0.5	0.2	12.1	0.1	8.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1008	39	113	631	204	75	714	171	191	886	245
Future Volume (veh/h)	239	1008	39	113	631	204	75	714	171	191	886	245
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	260	1096	42	123	686	222	82	776	186	208	963	266
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	293	961	37	171	774	346	245	1530	685	351	1673	748
Arrive On Green	0.13	0.28	0.28	0.07	0.22	0.22	0.04	0.43	0.43	0.08	0.47	0.47
Sat Flow, veh/h	1774	3476	133	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	260	558	580	123	686	222	82	776	186	208	963	266
Grp Sat Flow(s),veh/h/ln	1774	1770	1839	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	15.4	38.7	38.7	7.4	26.3	17.8	3.6	22.3	10.6	8.8	27.6	14.9
Cycle Q Clear(g_c), s	15.4	38.7	38.7	7.4	26.3	17.8	3.6	22.3	10.6	8.8	27.6	14.9
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	489	509	171	774	346	245	1530	685	351	1673	748
V/C Ratio(X)	0.89	1.14	1.14	0.72	0.89	0.64	0.33	0.51	0.27	0.59	0.58	0.36
Avail Cap(c_a), veh/h	335	489	509	316	885	396	567	1530	685	602	1673	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	50.6	50.6	41.6	53.0	49.7	22.6	28.9	25.6	21.1	26.7	23.4
Incr Delay (d2), s/veh	20.3	85.2	84.7	2.1	9.8	2.8	0.3	1.2	1.0	0.6	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	30.5	31.6	3.7	13.9	8.1	1.8	11.1	4.8	4.3	13.8	6.8
LnGrp Delay(d),s/veh	57.7	135.8	135.3	43.8	62.8	52.5	22.9	30.1	26.5	21.7	28.2	24.7
LnGrp LOS	E	F	F	D	E	D	C	C	C	C	C	C
Approach Vol, veh/h		1398			1031			1044			1437	
Approach Delay, s/veh		121.1			58.3			28.9			26.6	
Approach LOS		F			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	72.2	21.7	36.6	15.2	66.5	13.6	44.7
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	5.6	29.6	17.4	28.3	10.8	24.3	9.4	40.7
Green Ext Time (p_c), s	0.1	3.0	0.1	2.3	0.3	7.1	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	466	50	112	760	111	104	454	98	161	987	285
Future Volume (veh/h)	175	466	50	112	760	111	104	454	98	161	987	285
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	190	507	54	122	826	121	113	493	107	175	1073	310
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	929	416	473	874	391	246	1810	810	927	1794	803
Arrive On Green	0.06	0.26	0.26	0.04	0.25	0.25	0.05	0.51	0.51	0.04	0.51	0.51
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	190	507	54	122	826	121	113	493	107	175	1073	310
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	5.7	17.3	3.6	3.7	32.1	8.7	4.3	11.1	5.0	3.4	30.0	16.8
Cycle Q Clear(g_c), s	5.7	17.3	3.6	3.7	32.1	8.7	4.3	11.1	5.0	3.4	30.0	16.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	929	416	473	874	391	246	1810	810	927	1794	803
V/C Ratio(X)	0.60	0.55	0.13	0.26	0.95	0.31	0.46	0.27	0.13	0.19	0.60	0.39
Avail Cap(c_a), veh/h	637	929	416	845	885	396	557	1810	810	1546	1794	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	44.4	39.4	37.7	51.8	43.0	19.5	19.4	17.9	15.5	24.4	21.2
Incr Delay (d2), s/veh	0.7	0.7	0.1	0.1	18.3	0.4	0.5	0.4	0.3	0.0	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.5	1.6	1.7	17.9	3.9	2.1	5.5	2.2	1.6	15.0	7.6
LnGrp Delay(d),s/veh	40.7	45.1	39.6	37.8	70.1	43.4	20.0	19.8	18.3	15.6	25.9	22.6
LnGrp LOS	D	D	D	D	E	D	C	B	B	B	C	C
Approach Vol, veh/h		751			1069			713			1558	
Approach Delay, s/veh		43.6			63.4			19.6			24.1	
Approach LOS		D			E			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	77.0	12.1	40.6	9.8	77.6	9.9	42.7
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	6.3	32.0	7.7	34.1	5.4	13.1	5.7	19.3
Green Ext Time (p_c), s	0.1	0.9	0.3	0.5	0.3	12.8	0.2	8.7

Intersection Summary	
HCM 2010 Ctrl Delay	37.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1008	39	113	631	204	75	714	171	191	886	245
Future Volume (veh/h)	239	1008	39	113	631	204	75	714	171	191	886	245
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	260	1096	42	123	686	222	82	776	186	208	963	266
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	918	411	248	810	362	267	1800	805	678	1835	821
Arrive On Green	0.07	0.26	0.26	0.04	0.23	0.23	0.04	0.51	0.51	0.05	0.52	0.52
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	260	1096	42	123	686	222	82	776	186	208	963	266
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	7.8	36.3	2.8	3.8	26.0	17.6	3.1	19.3	9.2	4.0	25.2	13.6
Cycle Q Clear(g_c), s	7.8	36.3	2.8	3.8	26.0	17.6	3.1	19.3	9.2	4.0	25.2	13.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	405	918	411	248	810	362	267	1800	805	678	1835	821
V/C Ratio(X)	0.64	1.19	0.10	0.50	0.85	0.61	0.31	0.43	0.23	0.31	0.52	0.32
Avail Cap(c_a), veh/h	668	918	411	617	885	396	596	1800	805	1280	1835	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	51.8	39.4	42.3	51.6	48.4	17.7	21.7	19.2	16.4	22.3	19.5
Incr Delay (d2), s/veh	0.6	97.8	0.1	0.6	7.2	2.4	0.2	0.8	0.7	0.1	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	30.2	1.2	1.8	13.5	7.9	1.5	9.6	4.2	1.9	12.6	6.2
LnGrp Delay(d),s/veh	39.6	149.6	39.5	42.8	58.9	50.8	18.0	22.4	19.8	16.5	23.4	20.5
LnGrp LOS	D	F	D	D	E	D	B	C	B	B	C	C
Approach Vol, veh/h		1398			1031			1044			1437	
Approach Delay, s/veh		125.8			55.2			21.6			21.9	
Approach LOS		F			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	78.6	14.3	38.0	10.5	77.2	10.0	42.3
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	5.1	27.2	9.8	28.0	6.0	21.3	5.8	38.3
Green Ext Time (p_c), s	0.1	4.9	0.4	4.1	0.4	9.1	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.4
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	565	51	141	866	114	107	542	122	196	1097	277
Future Volume (veh/h)	162	565	51	141	866	114	107	542	122	196	1097	277
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	176	614	55	153	941	124	116	589	133	213	1192	301
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	854	76	259	885	396	210	1548	693	430	1653	739
Arrive On Green	0.09	0.26	0.26	0.08	0.25	0.25	0.05	0.44	0.44	0.08	0.47	0.47
Sat Flow, veh/h	1774	3287	294	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	176	330	339	153	941	124	116	589	133	213	1192	301
Grp Sat Flow(s),veh/h/ln	1774	1770	1811	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	10.2	23.8	23.9	8.9	35.0	8.9	5.0	15.7	7.2	8.9	37.9	17.5
Cycle Q Clear(g_c), s	10.2	23.8	23.9	8.9	35.0	8.9	5.0	15.7	7.2	8.9	37.9	17.5
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	460	470	259	885	396	210	1548	693	430	1653	739
V/C Ratio(X)	0.85	0.72	0.72	0.59	1.06	0.31	0.55	0.38	0.19	0.50	0.72	0.41
Avail Cap(c_a), veh/h	316	460	470	385	885	396	512	1548	693	680	1653	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	47.2	47.2	36.8	52.5	42.7	25.7	26.6	24.2	19.0	30.0	24.6
Incr Delay (d2), s/veh	7.9	5.4	5.3	0.8	48.6	0.4	0.8	0.7	0.6	0.3	2.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	12.3	12.6	4.4	23.1	3.9	2.5	7.8	3.3	4.4	19.2	8.0
LnGrp Delay(d),s/veh	46.3	52.5	52.5	37.6	101.1	43.2	26.6	27.3	24.8	19.4	32.7	26.2
LnGrp LOS	D	D	D	D	F	D	C	C	C	B	C	C
Approach Vol, veh/h		845			1218			838			1706	
Approach Delay, s/veh		51.2			87.2			26.8			29.9	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	71.4	16.4	41.0	15.3	67.2	15.1	42.4
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	7.0	39.9	12.2	37.0	10.9	17.7	10.9	25.9
Green Ext Time (p_c), s	0.1	0.0	0.2	0.0	0.3	11.6	0.1	6.6

Intersection Summary	
HCM 2010 Ctrl Delay	48.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	1192	40	146	735	210	77	846	213	229	1020	228
Future Volume (veh/h)	215	1192	40	146	735	210	77	846	213	229	1020	228
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	234	1296	43	159	799	228	84	920	232	249	1109	248
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	947	31	197	853	382	210	1443	645	318	1636	732
Arrive On Green	0.11	0.27	0.27	0.08	0.24	0.24	0.04	0.41	0.41	0.10	0.46	0.46
Sat Flow, veh/h	1774	3496	116	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	234	656	683	159	799	228	84	920	232	249	1109	248
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	13.5	37.9	37.9	9.3	31.0	17.9	3.8	29.1	14.2	11.0	34.4	14.0
Cycle Q Clear(g_c), s	13.5	37.9	37.9	9.3	31.0	17.9	3.8	29.1	14.2	11.0	34.4	14.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	479	499	197	853	382	210	1443	645	318	1636	732
V/C Ratio(X)	0.90	1.37	1.37	0.81	0.94	0.60	0.40	0.64	0.36	0.78	0.68	0.34
Avail Cap(c_a), veh/h	327	479	499	316	885	396	530	1443	645	540	1636	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	51.0	51.0	39.3	52.1	47.1	25.6	33.2	28.8	26.0	29.5	24.0
Incr Delay (d2), s/veh	20.3	178.2	178.7	3.2	16.7	2.3	0.5	2.2	1.6	1.6	2.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	42.2	44.0	4.7	17.2	8.1	1.9	14.6	6.5	5.5	17.3	6.3
LnGrp Delay(d),s/veh	57.1	229.3	229.7	42.5	68.7	49.4	26.0	35.4	30.3	27.6	31.8	25.3
LnGrp LOS	E	F	F	D	E	D	C	D	C	C	C	C
Approach Vol, veh/h		1573			1186			1236			1606	
Approach Delay, s/veh		203.8			61.5			33.8			30.1	
Approach LOS		F			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	70.7	19.7	39.7	17.5	63.1	15.6	43.9
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	5.8	36.4	15.5	33.0	13.0	31.1	11.3	39.9
Green Ext Time (p_c), s	0.1	0.0	0.2	0.8	0.3	1.8	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	86.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	565	51	141	866	114	107	547	122	196	1104	305
Future Volume (veh/h)	181	565	51	141	866	114	107	547	122	196	1104	305
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	197	614	55	153	941	124	116	595	133	213	1200	332
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	920	412	424	885	396	217	1772	793	825	1773	793
Arrive On Green	0.06	0.26	0.26	0.05	0.25	0.25	0.05	0.50	0.50	0.05	0.50	0.50
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	197	614	55	153	941	124	116	595	133	213	1200	332
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	5.9	21.7	3.7	4.6	35.0	8.9	4.4	14.1	6.4	4.2	35.8	18.5
Cycle Q Clear(g_c), s	5.9	21.7	3.7	4.6	35.0	8.9	4.4	14.1	6.4	4.2	35.8	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	920	412	424	885	396	217	1772	793	825	1773	793
V/C Ratio(X)	0.65	0.67	0.13	0.36	1.06	0.31	0.54	0.34	0.17	0.26	0.68	0.42
Avail Cap(c_a), veh/h	617	920	412	772	885	396	526	1772	793	1424	1773	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	46.4	39.7	37.7	52.5	42.7	22.3	21.0	19.1	16.1	26.4	22.1
Incr Delay (d2), s/veh	0.9	1.9	0.1	0.2	48.6	0.4	0.8	0.5	0.5	0.1	2.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	10.9	1.6	2.2	23.1	3.9	2.2	7.0	2.9	2.0	18.0	8.5
LnGrp Delay(d),s/veh	40.8	48.2	39.9	37.9	101.1	43.2	23.1	21.5	19.5	16.2	28.5	23.7
LnGrp LOS	D	D	D	D	F	D	C	C	B	B	C	C
Approach Vol, veh/h		866			1218			844			1745	
Approach Delay, s/veh		46.0			87.3			21.4			26.1	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	76.1	12.3	41.0	10.7	76.1	10.9	42.4
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	6.4	37.8	7.9	37.0	6.2	16.1	6.6	23.7
Green Ext Time (p_c), s	0.1	0.0	0.3	0.0	0.4	12.6	0.2	7.8

Intersection Summary	
HCM 2010 Ctrl Delay	44.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	565	51	141	866	114	107	547	122	196	1104	305
Future Volume (veh/h)	181	565	51	141	866	114	107	547	122	196	1104	305
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	197	614	55	153	941	124	116	595	133	213	1200	332
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	881	79	267	885	396	203	1514	677	422	1621	725
Arrive On Green	0.10	0.27	0.27	0.08	0.25	0.25	0.05	0.43	0.43	0.08	0.46	0.46
Sat Flow, veh/h	1774	3287	294	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	197	330	339	153	941	124	116	595	133	213	1200	332
Grp Sat Flow(s),veh/h/ln	1774	1770	1811	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	11.4	23.5	23.6	8.9	35.0	8.9	5.1	16.2	7.3	9.1	38.9	20.1
Cycle Q Clear(g_c), s	11.4	23.5	23.6	8.9	35.0	8.9	5.1	16.2	7.3	9.1	38.9	20.1
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	475	486	267	885	396	203	1514	677	422	1621	725
V/C Ratio(X)	0.88	0.70	0.70	0.57	1.06	0.31	0.57	0.39	0.20	0.51	0.74	0.46
Avail Cap(c_a), veh/h	316	475	486	393	885	396	504	1514	677	669	1621	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	46.1	46.1	36.5	52.5	42.7	26.9	27.5	25.0	19.7	31.1	26.0
Incr Delay (d2), s/veh	14.7	4.4	4.4	0.7	48.6	0.4	0.9	0.8	0.6	0.3	3.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	12.0	12.4	4.3	23.1	3.9	2.5	8.1	3.3	4.5	19.7	9.2
LnGrp Delay(d),s/veh	52.5	50.5	50.5	37.2	101.1	43.2	27.8	28.3	25.7	20.1	34.2	28.1
LnGrp LOS	D	D	D	D	F	D	C	C	C	C	C	C
Approach Vol, veh/h		866			1218			844			1745	
Approach Delay, s/veh		50.9			87.2			27.8			31.3	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	70.1	17.6	41.0	15.5	65.9	15.1	43.5
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	7.1	40.9	13.4	37.0	11.1	18.2	10.9	25.6
Green Ext Time (p_c), s	0.1	0.0	0.2	0.0	0.3	11.4	0.1	6.7

Intersection Summary	
HCM 2010 Ctrl Delay	48.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	1192	40	146	735	210	77	855	213	229	1027	254
Future Volume (veh/h)	249	1192	40	146	735	210	77	855	213	229	1027	254
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	271	1296	43	159	799	228	84	929	232	249	1116	276
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	2	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	941	421	275	854	382	223	1722	770	570	1779	796
Arrive On Green	0.07	0.27	0.27	0.05	0.24	0.24	0.04	0.49	0.49	0.05	0.50	0.50
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	271	1296	43	159	799	228	84	929	232	249	1116	276
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	8.1	37.2	2.9	4.8	31.0	17.9	3.3	25.6	12.3	5.0	32.1	14.7
Cycle Q Clear(g_c), s	8.1	37.2	2.9	4.8	31.0	17.9	3.3	25.6	12.3	5.0	32.1	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	381	941	421	275	854	382	223	1722	770	570	1779	796
V/C Ratio(X)	0.71	1.38	0.10	0.58	0.94	0.60	0.38	0.54	0.30	0.44	0.63	0.35
Avail Cap(c_a), veh/h	638	941	421	617	885	396	549	1722	770	1146	1779	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	51.4	38.8	40.9	52.1	47.1	20.7	25.0	21.6	19.1	25.3	21.0
Incr Delay (d2), s/veh	0.9	176.6	0.1	0.7	16.6	2.3	0.4	1.2	1.0	0.2	1.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	41.2	1.3	2.3	17.2	8.0	1.6	12.8	5.6	2.4	16.1	6.7
LnGrp Delay(d),s/veh	39.8	228.0	38.9	41.6	68.6	49.4	21.1	26.2	22.6	19.3	27.0	22.2
LnGrp LOS	D	F	D	D	E	D	C	C	C	B	C	C
Approach Vol, veh/h		1610			1186			1245			1641	
Approach Delay, s/veh		191.3			61.3			25.2			25.0	
Approach LOS		F			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	76.4	14.6	39.8	11.6	74.1	11.1	43.2
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	5.3	34.1	10.1	33.0	7.0	27.6	6.8	39.2
Green Ext Time (p_c), s	0.1	0.0	0.4	0.8	0.4	4.9	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	79.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	1192	40	146	735	210	77	855	213	229	1027	254
Future Volume (veh/h)	249	1192	40	146	735	210	77	855	213	229	1027	254
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	271	1296	43	159	799	228	84	929	232	249	1116	276
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	1013	34	197	853	382	197	1365	611	307	1566	700
Arrive On Green	0.13	0.29	0.29	0.08	0.24	0.24	0.04	0.39	0.39	0.10	0.44	0.44
Sat Flow, veh/h	1774	3496	116	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	271	656	683	159	799	228	84	929	232	249	1116	276
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	16.2	40.6	40.6	9.3	31.0	17.9	4.0	30.6	14.8	11.5	36.0	16.5
Cycle Q Clear(g_c), s	16.2	40.6	40.6	9.3	31.0	17.9	4.0	30.6	14.8	11.5	36.0	16.5
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	513	534	197	853	382	197	1365	611	307	1566	700
V/C Ratio(X)	0.92	1.28	1.28	0.81	0.94	0.60	0.43	0.68	0.38	0.81	0.71	0.39
Avail Cap(c_a), veh/h	327	513	534	316	885	396	515	1365	611	523	1566	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	49.7	49.7	39.3	52.1	47.1	27.7	35.8	31.0	27.9	31.8	26.4
Incr Delay (d2), s/veh	27.8	139.7	140.0	3.2	16.7	2.3	0.5	2.8	1.8	2.0	2.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	39.7	41.4	4.7	17.2	8.1	2.0	15.5	6.7	5.7	18.1	7.5
LnGrp Delay(d),s/veh	66.1	189.4	189.7	42.5	68.7	49.4	28.2	38.6	32.8	29.9	34.6	28.0
LnGrp LOS	E	F	F	D	E	D	C	D	C	C	C	C
Approach Vol, veh/h		1610			1186			1245			1641	
Approach Delay, s/veh		168.7			61.5			36.8			32.8	
Approach LOS		F			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	67.9	22.4	39.7	17.9	60.0	15.6	46.6
Change Period (Y+Rc), s	4.1	6.0	4.1	6.0	4.1	6.0	4.1	6.0
Max Green Setting (Gmax), s	30.9	33.0	20.9	35.0	30.9	33.0	20.9	35.0
Max Q Clear Time (g_c+I1), s	6.0	38.0	18.2	33.0	13.5	32.6	11.3	42.6
Green Ext Time (p_c), s	0.1	0.0	0.1	0.8	0.3	0.4	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	78.2
HCM 2010 LOS	E

APPENDIX C

Queuing Analysis Sheets

EXISTING BASE

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1102	1223	365
v/c Ratio	0.35	0.35	0.55
Control Delay	5.4	0.3	14.1
Queue Delay	0.0	0.0	0.0
Total Delay	5.4	0.3	14.1
Queue Length 50th (ft)	45	0	32
Queue Length 95th (ft)	78	0	65
Internal Link Dist (ft)	615	178	
Turn Bay Length (ft)			
Base Capacity (vph)	5046	3539	1756
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.22	0.35	0.21

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2312	70	1855	252	12	171	177	309
v/c Ratio	0.94	0.60	0.62	0.90	0.04	0.56	0.56	0.92
Control Delay	56.0	115.0	29.7	119.7	0.3	85.7	85.5	99.9
Queue Delay	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	115.0	33.6	119.7	0.3	85.7	85.5	99.9
Queue Length 50th (ft)	1113	96	626	345	0	228	235	351
Queue Length 95th (ft)	#1281	157	668	#505	0	326	335	#536
Internal Link Dist (ft)	111		615				1080	
Turn Bay Length (ft)		150			200	720		720
Base Capacity (vph)	2472	260	2991	295	313	320	331	349
Starvation Cap Reductn	0	0	1032	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.27	0.95	0.85	0.04	0.53	0.53	0.89

Intersection Summary

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

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	369	214	622	4	32
v/c Ratio	0.41	0.24	0.58	0.01	0.02
Control Delay	11.8	6.5	3.2	5.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	6.5	3.2	5.2	5.2
Queue Length 50th (ft)	25	20	0	0	1
Queue Length 95th (ft)	59	52	36	3	5
Internal Link Dist (ft)	486	384			429
Turn Bay Length (ft)	280			140	
Base Capacity (vph)	2530	1852	1577	1155	3518
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.12	0.39	0.00	0.01

Intersection Summary

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1786	1247	592
v/c Ratio	0.61	0.35	0.73
Control Delay	11.4	0.3	28.9
Queue Delay	0.0	0.0	0.0
Total Delay	11.4	0.3	28.9
Queue Length 50th (ft)	171	0	132
Queue Length 95th (ft)	281	0	213
Internal Link Dist (ft)	615	178	
Turn Bay Length (ft)			
Base Capacity (vph)	3675	3539	1222
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.49	0.35	0.48

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2514	21	1752	305	45	283	284	359
v/c Ratio	0.95	0.25	0.60	1.03	0.14	0.88	0.88	1.03
Control Delay	55.9	103.5	30.7	142.4	8.5	109.8	108.9	121.5
Queue Delay	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	103.5	35.6	142.4	8.5	109.8	108.9	121.5
Queue Length 50th (ft)	~1271	29	573	~451	0	408	408	~458
Queue Length 95th (ft)	#1383	65	614	#671	27	#595	#594	#689
Internal Link Dist (ft)	111		615				1080	
Turn Bay Length (ft)		150			200	720		720
Base Capacity (vph)	2636	260	2898	295	313	320	323	349
Starvation Cap Reductn	0	0	1066	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.08	0.96	1.03	0.14	0.88	0.88	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	612	247	647	12	64
v/c Ratio	0.57	0.30	0.61	0.02	0.04
Control Delay	13.4	8.5	3.7	7.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	8.5	3.7	7.0	6.7
Queue Length 50th (ft)	47	28	0	1	3
Queue Length 95th (ft)	111	79	43	8	12
Internal Link Dist (ft)	549	464			349
Turn Bay Length (ft)	280			140	
Base Capacity (vph)	2287	1780	1541	1079	3381
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.14	0.42	0.01	0.02

Intersection Summary

EXISTING PLUS PROJECT

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1154	1238	365
v/c Ratio	0.37	0.35	0.55
Control Delay	5.6	0.3	14.9
Queue Delay	0.0	0.0	0.0
Total Delay	5.6	0.3	14.9
Queue Length 50th (ft)	50	0	35
Queue Length 95th (ft)	86	0	69
Internal Link Dist (ft)	615	178	
Turn Bay Length (ft)			
Base Capacity (vph)	5027	3539	1740
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.35	0.21

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2380	103	1855	349	90	182	187	309
v/c Ratio	1.02	0.70	0.63	1.18	0.29	0.60	0.59	0.92
Control Delay	73.7	116.9	30.7	181.0	31.6	87.4	86.8	99.9
Queue Delay	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0
Total Delay	73.7	116.9	36.6	181.0	31.6	87.4	86.8	99.9
Queue Length 50th (ft)	~1271	142	626	~577	37	244	251	351
Queue Length 95th (ft)	#1413	212	668	#803	102	347	352	#536
Internal Link Dist (ft)	111		615				1080	
Turn Bay Length (ft)		150			200	720		720
Base Capacity (vph)	2342	260	2945	295	313	320	332	349
Starvation Cap Reductn	0	0	1032	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.40	0.97	1.18	0.29	0.57	0.56	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	369	233	622	18	43
v/c Ratio	0.41	0.27	0.58	0.03	0.03
Control Delay	11.8	6.7	3.2	5.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	6.7	3.2	5.5	5.3
Queue Length 50th (ft)	25	22	0	2	2
Queue Length 95th (ft)	59	56	36	8	7
Internal Link Dist (ft)	486	384			429
Turn Bay Length (ft)	280			140	
Base Capacity (vph)	2525	1852	1577	1135	3518
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.13	0.39	0.02	0.01

Intersection Summary

Lane Group	EBT	WBT	NBR
Lane Group Flow (vph)	1835	1274	592
v/c Ratio	0.62	0.36	0.73
Control Delay	11.6	0.3	29.5
Queue Delay	0.0	0.0	0.0
Total Delay	11.6	0.3	29.5
Queue Length 50th (ft)	183	0	139
Queue Length 95th (ft)	293	0	213
Internal Link Dist (ft)	615	178	
Turn Bay Length (ft)			
Base Capacity (vph)	3604	3539	1197
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.51	0.36	0.49

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	2631	79	1752	396	117	299	305	359
v/c Ratio	1.10	0.63	0.60	1.34	0.37	0.93	0.94	1.03
Control Delay	102.5	116.1	30.7	235.0	41.7	117.8	118.8	121.5
Queue Delay	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0
Total Delay	102.5	116.1	35.6	235.0	41.7	117.8	118.8	121.5
Queue Length 50th (ft)	~1498	109	573	~711	71	435	445	~458
Queue Length 95th (ft)	#1620	173	614	#949	146	#647	#661	#689
Internal Link Dist (ft)	111		615				1080	
Turn Bay Length (ft)		150			200	720		720
Base Capacity (vph)	2384	260	2898	295	313	320	324	349
Starvation Cap Reductn	0	0	1066	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.30	0.96	1.34	0.37	0.93	0.94	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	612	278	647	25	75
v/c Ratio	0.57	0.33	0.61	0.05	0.05
Control Delay	13.5	8.8	3.7	7.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	8.8	3.7	7.2	6.7
Queue Length 50th (ft)	47	33	0	3	4
Queue Length 95th (ft)	111	89	43	14	14
Internal Link Dist (ft)	549	464			349
Turn Bay Length (ft)	280			140	
Base Capacity (vph)	2272	1780	1541	1048	3381
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.16	0.42	0.02	0.02

Intersection Summary

FUTURE BASE

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	120	1245	1377	213	535	547	412
v/c Ratio	0.32	0.48	0.48	0.32	0.85	0.87	0.37
Control Delay	36.2	13.4	20.1	10.6	38.9	40.5	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	13.4	20.1	10.6	38.9	40.5	15.4
Queue Length 50th (ft)	29	140	132	34	262	270	64
Queue Length 95th (ft)	55	174	166	86	#473	#488	109
Internal Link Dist (ft)		414	622			1119	
Turn Bay Length (ft)				50			
Base Capacity (vph)	690	3215	2862	671	637	639	1117
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.39	0.48	0.32	0.84	0.86	0.37

Intersection Summary

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

9: N Front St/I-5 SB Off-Ramp & I-5 SB On-Ramp & E Burbank Blvd

AM Peak Hour

Lane Group	EBT	WBL2	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Group Flow (vph)	2454	325	320	1997	263	12	152	152	241	227
v/c Ratio	1.04dr	1.46	1.30	0.66	0.92	0.05	0.54	0.54	0.83	0.76
Control Delay	63.5	284.0	223.0	29.9	121.5	74.3	86.7	86.7	98.2	76.9
Queue Delay	0.0	0.0	0.0	47.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	284.0	223.0	77.7	121.5	74.3	86.7	86.7	98.2	76.9
Queue Length 50th (ft)	968	~709	~591	686	363	14	203	203	308	236
Queue Length 95th (ft)	#1061	#968	#826	749	#540	38	290	290	425	352
Internal Link Dist (ft)	592			414					1085	
Turn Bay Length (ft)						200				
Base Capacity (vph)	2647	223	247	3045	295	263	320	320	329	334
Starvation Cap Reductn	0	0	0	1250	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.46	1.30	1.11	0.89	0.05	0.47	0.47	0.73	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	401	224	676	4	55
v/c Ratio	0.43	0.26	0.61	0.01	0.03
Control Delay	12.3	6.8	3.5	5.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	6.8	3.5	5.5	5.4
Queue Length 50th (ft)	28	21	0	0	2
Queue Length 95th (ft)	69	57	37	3	8
Internal Link Dist (ft)	739	762			632
Turn Bay Length (ft)	280			140	
Base Capacity (vph)	2475	1824	1564	1129	3465
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.12	0.43	0.00	0.02

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	478	2000	1372	405	419	413	650
v/c Ratio	0.80	0.69	0.52	0.59	0.77	0.76	0.68
Control Delay	46.0	15.2	24.0	14.8	37.8	36.8	26.5
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	15.9	24.0	14.8	37.8	36.8	26.5
Queue Length 50th (ft)	134	280	153	82	217	213	154
Queue Length 95th (ft)	#201	335	183	178	#342	329	220
Internal Link Dist (ft)		414	622			1119	
Turn Bay Length (ft)				50			
Base Capacity (vph)	632	2944	2621	691	584	586	1019
Starvation Cap Reductn	0	531	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.83	0.52	0.59	0.72	0.70	0.64

Intersection Summary

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

9: N Front St/I-5 SB Off-Ramp & I-5 SB On-Ramp & E Burbank Blvd

PM Peak Hour

Lane Group	EBT	WBL2	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Group Flow (vph)	2677	157	158	1862	335	46	312	313	225	223
v/c Ratio	1.00	0.84	0.76	0.64	1.14	0.17	0.97	0.98	0.71	0.67
Control Delay	76.0	123.7	111.8	31.9	167.1	77.2	126.1	126.8	83.0	68.1
Queue Delay	0.0	0.0	0.0	48.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.0	123.7	111.8	80.0	167.1	77.2	126.1	126.8	83.0	68.1
Queue Length 50th (ft)	~1128	250	225	630	~537	56	458	461	275	228
Queue Length 95th (ft)	#1218	355	320	672	#763	103	#689	#692	393	345
Internal Link Dist (ft)	592			414					1085	
Turn Bay Length (ft)						200				
Base Capacity (vph)	2672	223	247	2898	295	263	320	320	318	334
Starvation Cap Reductn	0	0	0	1284	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.70	0.64	1.15	1.14	0.17	0.97	0.98	0.71	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	647	275	705	12	71
v/c Ratio	0.58	0.33	0.64	0.02	0.04
Control Delay	14.1	9.1	4.0	7.3	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	9.1	4.0	7.3	7.1
Queue Length 50th (ft)	50	33	0	1	3
Queue Length 95th (ft)	129	93	46	9	14
Internal Link Dist (ft)	585	394			356
Turn Bay Length (ft)	280			140	
Base Capacity (vph)	2192	1734	1522	1023	3295
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.16	0.46	0.01	0.02

Intersection Summary

FUTURE PLUS PROJECT

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	134	1266	1392	213	545	557	412
v/c Ratio	0.36	0.48	0.51	0.33	0.89	0.91	0.38
Control Delay	36.9	13.3	21.4	10.8	44.6	46.9	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	13.3	21.4	10.8	44.6	46.9	16.2
Queue Length 50th (ft)	33	143	134	34	271	280	65
Queue Length 95th (ft)	60	178	170	88	#490	#506	111
Internal Link Dist (ft)		414	622			1119	
Turn Bay Length (ft)				50			
Base Capacity (vph)	661	3083	2744	647	611	613	1072
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.41	0.51	0.33	0.89	0.91	0.38

Intersection Summary

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

Lane Group	EBT	WBL2	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Group Flow (vph)	2521	341	341	1997	360	78	152	152	248	230
v/c Ratio	1.16dr	1.53	1.38	0.67	1.22	0.30	0.53	0.53	0.84	0.75
Control Delay	71.0	311.4	253.4	31.0	192.7	80.2	85.8	85.8	100.4	76.6
Queue Delay	0.0	0.0	0.0	47.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.0	311.4	253.4	78.7	192.7	80.2	85.8	85.8	100.4	76.6
Queue Length 50th (ft)	~1060	~761	~654	696	~608	96	201	201	322	240
Queue Length 95th (ft)	#1119	#1025	#892	749	#837	158	290	290	444	357
Internal Link Dist (ft)	592			414					1085	
Turn Bay Length (ft)						200				
Base Capacity (vph)	2586	223	247	3001	295	263	320	320	328	334
Starvation Cap Reductn	0	0	0	1238	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	1.53	1.38	1.13	1.22	0.30	0.47	0.47	0.76	0.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	401	251	676	30	67
v/c Ratio	0.44	0.29	0.61	0.06	0.04
Control Delay	12.3	7.0	3.5	5.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	7.0	3.5	5.8	5.4
Queue Length 50th (ft)	28	24	0	3	3
Queue Length 95th (ft)	69	64	37	12	10
Internal Link Dist (ft)	739	762			632
Turn Bay Length (ft)	280			140	
Base Capacity (vph)	2468	1824	1564	1099	3465
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.14	0.43	0.03	0.02

Intersection Summary

8: I-5 NB Off-Ramp & E Burbank Blvd/W Burbank Blvd

PM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	491	2021	1399	405	438	431	650
v/c Ratio	0.82	0.70	0.54	0.59	0.81	0.79	0.68
Control Delay	47.4	15.5	24.2	15.2	40.0	38.8	26.4
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	16.2	24.2	15.2	40.0	38.8	26.4
Queue Length 50th (ft)	138	284	157	84	231	226	154
Queue Length 95th (ft)	#210	340	187	181	#385	#374	220
Internal Link Dist (ft)		414	622			1119	
Turn Bay Length (ft)				50			
Base Capacity (vph)	629	2930	2608	686	581	583	1015
Starvation Cap Reductn	0	527	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.84	0.54	0.59	0.75	0.74	0.64

Intersection Summary

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

9: N Front St/I-5 SB Off-Ramp & I-5 SB On-Ramp & E Burbank Blvd

PM Peak Hour

Lane Group	EBT	WBL2	WBL	WBT	NBL	NBR	SBL2	SBL	SBT	SBR
Lane Group Flow (vph)	2794	188	191	1862	425	108	312	313	239	227
v/c Ratio	1.09	0.90	0.83	0.64	1.44	0.41	0.97	0.98	0.76	0.68
Control Delay	102.5	129.2	115.5	31.9	271.5	83.7	126.1	126.8	90.9	69.2
Queue Delay	0.0	0.0	0.0	48.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.5	129.2	115.5	80.0	271.5	83.7	126.1	126.8	90.9	69.2
Queue Length 50th (ft)	~1281	300	272	630	~794	136	458	461	311	233
Queue Length 95th (ft)	#1318	#469	#402	672	#1035	210	#689	#692	434	352
Internal Link Dist (ft)	592			414					1085	
Turn Bay Length (ft)						200				
Base Capacity (vph)	2570	223	247	2898	295	263	320	320	313	334
Starvation Cap Reductn	0	0	0	1284	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.84	0.77	1.15	1.44	0.41	0.97	0.98	0.76	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	647	322	705	36	82
v/c Ratio	0.59	0.38	0.64	0.07	0.05
Control Delay	14.9	9.5	3.9	7.6	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	9.5	3.9	7.6	7.0
Queue Length 50th (ft)	54	41	0	4	4
Queue Length 95th (ft)	136	111	45	19	16
Internal Link Dist (ft)	585	394			356
Turn Bay Length (ft)	280			140	
Base Capacity (vph)	2125	1699	1505	961	3227
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.19	0.47	0.04	0.03

Intersection Summary

APPENDIX D

Driveway Level of Service Worksheets

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Residential Driveway North

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	355	4	17	753	0	0	0	0	11	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	355	4	17	753	0	0	0	0	11	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	355	4	17	753	0	0	0	0	11	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	355	4	17	753	0	0	0	0	11	0	48
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	359	xxxx	xxxxx	xxxx	xxxx	xxxxx	1144	xxxx	357
Potent Cap.:	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	xxxx	692
Move Cap.:	xxxx	xxxx	xxxxx	1211	xxxx	xxxxx	xxxx	xxxx	xxxxx	221	xxxx	692
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.2	xxxx	10.6
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Residential Driveway South

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	311	4	16	748	0	0	0	0	11	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	311	4	16	748	0	0	0	0	11	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	311	4	16	748	0	0	0	0	11	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	311	4	16	748	0	0	0	0	11	0	47
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	315	xxxx	xxxxx	xxxx	xxxx	xxxxx	1093	1093	313
Potent Cap.:	xxxx	xxxx	xxxxx	1257	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	216	732
Move Cap.:	xxxx	xxxx	xxxxx	1257	xxxx	xxxxx	xxxx	xxxx	xxxxx	237	213	732
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	524	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Hotel Driveway

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[12.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	268	16	66	693	0	0	0	0	11	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	268	16	66	693	0	0	0	0	11	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	268	16	66	693	0	0	0	0	11	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	268	16	66	693	0	0	0	0	11	0	47
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx	1101	1101	276
Potent Cap.:	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx	xxxx	xxxx	xxxxx	237	214	768
Move Cap.:	xxxx	xxxx	xxxxx	1290	xxxx	xxxxx	xxxx	xxxx	xxxxx	227	202	768
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	529	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				12.6	
ApproachLOS:		*			*			*			B	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Secondary Driveway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	276	1	5	698	0	0	0	0	2	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	276	1	5	698	0	0	0	0	2	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	276	1	5	698	0	0	0	0	2	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	276	1	5	698	0	0	0	0	2	0	8
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	277	xxxx	xxxxx	xxxx	xxxx	xxxxx	985	985	277
Potent Cap.:	xxxx	xxxx	xxxxx	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx	278	250	767
Move Cap.:	xxxx	xxxx	xxxxx	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx	277	249	767
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	566	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Residential Driveway North

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[13.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	459	12	50	524	0	0	0	0	7	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	459	12	50	524	0	0	0	0	7	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	459	12	50	524	0	0	0	0	7	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	459	12	50	524	0	0	0	0	7	0	31
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	471	xxxx	xxxxx	xxxx	xxxx	xxxxx	1089	xxxx	465
Potent Cap.:	xxxx	xxxx	xxxxx	1101	xxxx	xxxxx	xxxx	xxxx	xxxxx	241	xxxx	602
Move Cap.:	xxxx	xxxx	xxxxx	1101	xxxx	xxxxx	xxxx	xxxx	xxxxx	232	xxxx	602
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.0	xxxx	11.3
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.1		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Residential Driveway South

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[13.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	441	11	49	483	0	0	0	0	7	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	441	11	49	483	0	0	0	0	7	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	441	11	49	483	0	0	0	0	7	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	441	11	49	483	0	0	0	0	7	0	30
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	452	xxxx	xxxxx	xxxx	xxxx	xxxxx	1028	1028	447
Potent Cap.:	xxxx	xxxx	xxxxx	1119	xxxx	xxxxx	xxxx	xxxx	xxxxx	262	236	616
Move Cap.:	xxxx	xxxx	xxxxx	1119	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	225	616
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	484	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.0		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

```
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Hotel Driveway
*******************************************************************************
Average Delay (sec/veh):      1.8       Worst Case Level Of Service: B[ 13.3]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  380    18    75  415     0     0    0     0    17    0    72
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  380    18    75  415     0     0    0     0    17    0    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  380    18    75  415     0     0    0     0    17    0    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  380    18    75  415     0     0    0     0    17    0    72
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   398 xxxx xxxxx  xxxx xxxx xxxxx   954  954   389
Potent Cap.: xxxx xxxx xxxxx  1172 xxxx xxxxx  xxxx xxxx xxxxx   289  261   664
Move Cap.:   xxxx xxxx xxxxx  1172 xxxx xxxxx  xxxx xxxx xxxxx   275  243   664
Volume/Cap:  xxxx xxxx  xxxx  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.06 0.00  0.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  522 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.3 xxxxx
Shared LOS:     *    *     *     A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             13.3
ApproachLOS:         *                *                *                B
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Secondary Driveway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	391	2	9	423	0	0	0	0	2	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	391	2	9	423	0	0	0	0	2	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	391	2	9	423	0	0	0	0	2	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	391	2	9	423	0	0	0	0	2	0	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	393	xxxx	xxxxx	xxxx	xxxx	xxxxx	833	833	392
Potent Cap.:	xxxx	xxxx	xxxxx	1177	xxxx	xxxxx	xxxx	xxxx	xxxxx	341	307	661
Move Cap.:	xxxx	xxxx	xxxxx	1177	xxxx	xxxxx	xxxx	xxxx	xxxxx	339	304	661
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	546	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.